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ARE THE WINDOWS OF
YOUR PERSONAL APPEARANCE.
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No. 20,270 第二萬零二百七十號 日九廿月四年亥癸 HONGKONG, WEDNESDAY, JUNE 13TH, 1923. 三貳國 第三十月六年二十國民華中 PRICE, $8 PER MONTH

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TIME-TABLE

On and after FRIDAY, SEPTEMBER 15TH, 1922, until further Notice (All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1A Local	No. 1B Local	No. 3 Local	No. 7 Local	No. 11 Local	No. 5 Through Express	No. 13 Local	No. 15 Local	No. 17 Through Slow	No. 19 Local	No. 21 Local	No. 23 This Exp.
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
CANTON (Tai Sha Tau) dep.						8.00			8.45			5.30
SHEK LUNG dep.						8.18			11.43			5.54
Sham Chun dep.			7.23	8.06	9.29	10.37	11.13	11.40	3.18	6.26	6.13	6.26
Shumgshui dep.			7.29	8.12	9.34	10.44	—	11.47	3.08	6.44	6.19	6.33
Fanling dep.			7.33	8.18	9.38	10.48	—	11.51	3.10	6.49	6.23	6.37
Taipo Market dep.			7.43	8.28	9.48	10.58	—	12.02	3.22	6.59	6.33	6.47
Taipo dep.			7.47	8.34	10.12	11.02	—	12.07	3.27	7.03	6.37	6.51
Shatin dep.			8.00	8.47	10.25	11.16	—	12.21	3.40	7.23	6.50	6.64
Tatmah dep.	7.37	Sundays only	8.14	8.59	10.38	11.28	—	12.34	3.53	7.37	6.59	6.52
KOWLOON arr.	7.55		8.23	9.08	10.46	11.37	11.57	12.43	4.01	7.46	7.14	7.32

UP TRAINS

Stations	No. 2 Local	No. 2A Local	*No. 6 Through Express	No. 10 Local	No. 8 Through Slow	No. 12 Local	No. 14 Jclctn Sec-tional	No. 16 Local	No. 18 Thro Expr.	No. 16 Local	No. 22 Local	No. 24 Local
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	Noon	p.m.	p.m.	p.m.	p.m.	p.m.
Last Ferry leaves Hongkong	6.25	8.55	7.25	8.25	8.55	10.15	11.45	1.05	1.55	4.10	5.10	6.55
KOWLOON dep.	6.41	7.10	8.07	8.35	9.12	10.35	12.00	1.18	2.15	4.14	5.27	7.09
Tatmah dep.	6.51	7.18	—	—	9.22	10.45	12.09	1.27	—	4.43	5.37	7.18
Shatin dep.	7.03	—	—	—	9.33	10.57	12.21	1.39	—	4.55	5.50	7.15
Taipo dep.	7.17	—	—	9.05	9.55	11.05	12.34	1.55	—	5.08	6.03	7.48
Taipo Market dep.	7.22	Sundays only	—	—	9.57	11.08	12.38	1.58	—	5.12	6.07	7.55
Fanling dep.	7.32		—	—	10.08	11.19	12.48	2.08	—	5.22	6.17	7.54
Shumgshui dep.	7.36		9.13	9.19	10.13	11.23	12.52	2.10	—	5.27	6.21	8.07
Sham Chun arr.	7.50		9.30	9.19	10.19	11.39	12.48	2.16	3.55	5.33	6.27	8.04
SHEK LUNG arr.	—		10.47	—	9.43	—	—	—	4.42	—	—	—
CANTON (Tai Sha Tau) arr.	—		11.13	—	9.04	—	—	—	6.00	—	—	—

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	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling ...dep.	7.45	11.30	2.20	6.20	Shatukok...dep.	6.30	10.15	1.05	5.50
Shataukok ...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.25	11.10	2.00	5.55

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7.30 "	to 8.00 "	every 15 minutes, Stopping
8.00 "	" 8.20 "	" 10 " Stopping
	8.30 "	Non Stop
	8.37 "	Stopping
	8.47 "	Non Stop
	8.54 "	Stopping
	9.04 "	Non Stop
	9.11 "	Stopping
	9.20 "	Stopping
9.30 a.m.	to 11.00 "	every 10 minutes, Stopping
11.30 "	" 12.30 p.m.	" 15 " Stopping
	12.40 "	Non Stop
	12.47 "	Stopping
	12.57 "	Non Stop
	1.04 "	Stopping
	1.13 "	Non Stop
	1.20 "	Stopping
1.30 p.m.	to 4.00 "	every 10 minutes, Stopping
4.00 "	to 4.30 "	" 15 " Stopping
4.30 "	to 6.30 "	" 10 " Stopping
	6.40 "	Non Stop
	6.47 "	Stopping
	6.57 "	Non Stop
	7.04 "	Stopping
	7.13 "	Non Stop
	7.20 "	Stopping
	7.30 "	Non Stop
	7.37 "	Stopping
	7.47 "	Non Stop
	7.54 "	Stopping
	8.03 "	Non Stop
	8.10 "	Stopping

SUNDAYS.

7.00 a.m.	7.10 a.m.	
7.30 a.m.	to 9.30 "	every 15 minutes, Stopping
9.30 "	" 11.00 "	" 10 "
11.15 "	" 11.00 noon	" 15 "
12.00 noon	" 1.00 p.m.	" 10 "
1.00 p.m.	" 2.30 "	" 15 "
2.30 "	" 4.30 "	" 10 "
4.30 "	" 5.30 "	" 15 "
5.30 "	" 6.30 "	" 10 "
	6.40 "	Non Stop
	6.47 "	Stopping
	6.57 "	Non Stop
	7.04 "	Stopping
	7.13 "	Non Stop
	7.20 "	Stopping
	7.30 "	Non Stop
	7.37 "	Stopping
	7.47 "	Non Stop
	7.54 "	Stopping
	8.03 "	Non Stop
	8.10 "	Stopping

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11.15 "	" 11.45 "	" 15 " Stopping

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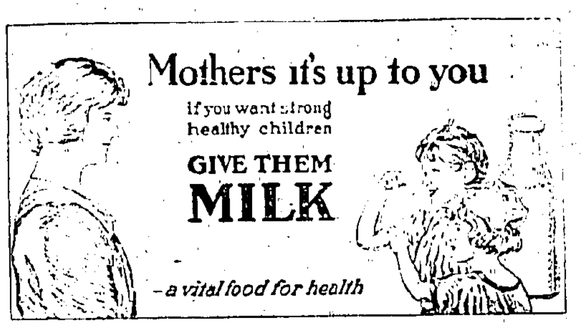

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[BY ARCHIBALD HURD.]

In all discussions of naval policy the Admiralty is seriously handicapped by the traditional nomenclature of the fleets and squadrons of the Royal Navy: it will probably experience the difficulty once more when the Imperial Conference meets this autumn and turns to the problem of naval defence in its varied Imperial aspects. We have an Atlantic Fleet, a Mediterranean Fleet, a North American and West Indies Squadron, a China Squadron, an East Indies Squadron, and an Africa Squadron, and by that means an impression is created that these forces are localised. What is the result? When, as will shortly be the case, four additional battleships are sent out to the Mediterranean the question will be asked: "Why are you strengthening the Mediterranean Fleet? Whom do you fear?" Similarly, the other day, when the Admiralty asked the House of Commons for authority to develop Singapore as a naval base, one member after another, following the example set by Mr. Asquith, inquired: "Who are you going to fight that you should propose spending nearly £10,000,000 over a period of ten years, in a place six or seven thousand miles distant from these islands?" Anyone would imagine that our ships were fixed fortifications, whereas really they must be very mobile centres of offence and defence, to be sent anywhere at any time as political or commercial, or even social, conditions may suggest.

A MISTAKEN POLICY.

The nomenclature of our forces proved one of the gravest embarrassments of Lord Fisher when he redistributed the fleet in the early years of this century, for his every move reacted on the international situation; try as he would to check the tendency. It is interesting in that connection to recall that he put his finger on Singapore as one of the essential links in the Imperial chain; he selected it as the place of concentration of the whole of the ships in Far Eastern waters for peace exercises, and never concealed the importance which he attached to it as a war base. It might very well have been declared by his critics that there was no enemy to fight at almost the other side of the world, and he could not have specified one at the time without injury to public interests. But when the Great War descended on us Singapore played a notable part in the naval operations, though no one a few years before could have foreseen the raids of the *Emden* or the threat that Admiral von Spee's squadron was going to offer to our communications.

The parrot-cry which is raised when ships move from one station to another or a new base is developed, "Who are you going to fight?" is one of the silliest. The British Fleet does not, in reality, consist of a number of carefully-labelled packets of naval power; it is one indivisible and mobile force, and it would be no bad thing if the practice of giving fleets and squadrons geographical denominations were abandoned. When war broke on us in 1914 the tradition was swept away almost at once, and we had the Grand Fleet, with certain officers commanding in specified areas. In peace there might be a Main Fleet, with certain subsidiary squadrons, with numerical titles, and it should be the boast of the naval authorities that any ships, wherever they might be serving, at a specified moment, were held in readiness to go anywhere else where docks, fuel, ammunition, stores, and water are available. In practice that has always been the theory on which the Admiralty has acted. It has varied the strength allocated to certain waters for various reasons, which have sometimes been commercial, sometimes political, or associated with purely domestic or Imperial developments. If it could shift naval power freely and without provoking comment, as it is about to shift it in increasing measure from the North Sea, a bad training ground, to the Mediterranean, a good training ground, and were assured of properly equipped bases of repair and supply in the East as well as in the West, its hands would be much more free, and there would be less chance of giving offence to friends.

IMPERIAL CHAIN OF DEFENCE.

If, in association with the Dominions, we are to work out an Imperial naval policy, we must get back to first principles. The Royal Navy does not exist to patrol the North Sea or any other sea or ocean; it is maintained as an instrument of Imperial policy, and the men-of-war, wherever they may be stationed for training purposes as a matter of convenience, are held on the leash ready to respond to any demand, it may be merely the showing of the flag in some distant area in support of British prestige. But that policy must stand defeated unless bases are provided. We have done a good deal in that direction; in addition to the naval ports in this country, we have developed naval bases overseas, of varying importance—at Gibraltar, Malta, Bermuda, Hongkong, Simonstown, and Colombo, apart from points d'appui—unhappily not now being efficiently developed and maintained—in Canada and Australia; we are also creating bases at which oil is stored.

When adequate provision has been made at Singapore the gravest defect in our naval machinery will have been removed. For at present, whatever circumstances may arise, political, commercial, or merely social, the Admiralty's hands are not free to act as it will so far as Far Eastern waters are concerned owing to the absence of adequate facilities for docking and repairing any but comparatively small ships. Because we have a naval base in the Mediterranean, we are not plotting against France or Italy, and, similarly, because the Admiralty requires a Malta, or something like it, on the main route of the Empire in the Far East, there is no thought of war with United States or Japan. It is only the pacifist mind which is always conjuring up visions of war against this or that country, when the normal development of Imperial policy is being pursued. The

(*Continued at foot of next column.*)

A THEATRICAL FREAK.

THE INSECT PLAY IN LONDON.

The Dramatic Critic of the *Daily Mail* writes:—

"Wots the good of anyfink? Why naffink," sang Albert Chevalier a good many years ago in the character of a disgusted out-of-work. And beneath all its symbolism and satire and originality of treatment, "The Insect Play," which was produced at the Regent Theatre on Saturday preaches the same hopeless philosophy as Chevalier's dismal Cockney.

Written in collaboration with his brother by Karel Capek, author of "R.U.R." "The Insect Play" is the second specimen of Czech drama produced in London within a fortnight. Comparisons between the two works are not at all invidious—they are inevitable. In "R.U.R." symbolism is hidden under a cloak of melodrama. There is given a straight and thrilling story. In "The Insect Play" there is no story. There is symbolism naked and raw. That is the difference.

The human world is much like the insect world that is what the brothers Capek set out to ram into us, presumably for our souls' sake, in the course of a prologue, three acts, and an epilogue. The production might be described as a revue of the greed and follies and cruelties of mankind, a fierce indictment of man's inhumanity to man.

The authors show you butterflies, human in form except for their wings, going through their brief life with a jazz "step," following light love. "Are you sure," you feel that the authors are asking, "that you are not a butterfly?"

ARE YOU A BEETLE?

They show you beetles so much like human beings in shape, hoarding, rolling before them a vast ball their capital, their "little pile," the profit of their greed, their god. "Are you sure that you, too, are not a beetle?" the authors seem to ask again.

They show you the ant world—the best act of the play. All is hurry, all is toil, all is drab, grinding efficiency. The ants go through their days keeping time to words of command. It is like a nightmare parade ground. Faster, faster they must go, "for peace means work, and work means strength, and strength means war." War comes—one tribe of ants annihilates another for the right to own "a little piece of mud between two blades of grass." "Are you sure that you are not a nation of ants?" the authors seem to ask again.

Looking on at the insects, insects devouring insects, is a human tramp, tousled, puzzled, who acts as a kind of chorus and philosophises in rhymed couplets. "They could be happy if only they would understand," he cries. But he, too, is impotent. He, too, is crushed in life's machine. And at the end of the play one leaves the theatre feeling that according to the gospel of the Brothers Capek it would have been much better if none of us had ever been born.

SQUEAKS AND CHIRPS.

"The Insect Play" is a production which may help to stimulate thought in those who require to be kicked into thinking. But most of us realised before Saturday night that life is cruel, that there are human butterflies and human beetles. And, after all, there are others.

The play has been "freely adapted for the English stage by Nigel Playfair and Clifford Bax from a literal translation by Paul Silver." It is difficult to say, therefore, who is to blame for the lack of distinction shown in the language. Throughout, the play suffers from a lack of true poetical feeling.

There is little scope for acting in the ordinary sense of the term. Most of the company have to convey their words in squeaks and chirps. But Mr. Edmund Willard gives a fine performance as the tramp.

pacifist is a most dangerous person, because he utters so freely every belligerent dream that clouds his war-worrying mind.

AN OLD PROPOSAL REVIVED.

What are the facts? The proposal to develop a more efficient base at Singapore goes back to the time when neither Japan nor the United States had a navy of any importance. It dates, as the First Lord of the Admiralty has reminded us, back as long ago as 1882—over forty years. The people of this country may not appreciate the importance of this port, but the peoples of the Dominions washed by the Pacific certainly do appreciate it. The insistence of the Admiralty on this scheme of naval development may well prove, indeed, vital in the evolution of a sound policy of Imperial naval defence. We are in danger in this island of elevating our minds to the larger aspects of the problems in which the Dominions, the Crown Colonies, as well as ourselves, as joint partners, are equally concerned. It was not merely an act dictated by considerations of naval strategy, but an act of higher statesmanship on the part of the Admiralty, with the concurrence of the Committee of Imperial Defence and the Cabinet—Mr. Lloyd George's, as well as Mr. Bonar Law's—to bring forward this scheme once more. It furnishes proof to all our kith and kin over the waters that we are thinking Imperially and not parochially. The decision to construct at Singapore a graving dock capable of holding the biggest modern capital ships is a declaration on the part of this country that, because it has thought in the terms of the North Sea for many years past, it has not lost its Imperial sense. Above all, it is an advertisement that we recognise that the seas are all one, and that the British Navy is to be regarded not as an anti-invasion force for this country, or even as a police guard in European waters, but is held ready to go anywhere and do anything dictated by the varied needs of all the peoples of the Empire. This scheme of our kith and kin overseas indeed constitutes a proclamation of the unity of the seas and the unity of the British Fleet, and as such I am convinced it will appeal not only to the Imperial Conference when it assembles, but to all the young nations which will be represented at this great, and, as it may prove, historic gathering.—*Daily Telegraph.*

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Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

SIR,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC.," which His Royal Highness has been pleased to accept, and which will be **extremely useful** during the remainder of the tour.

Yours faithfully,
GODFREY THOMAS,
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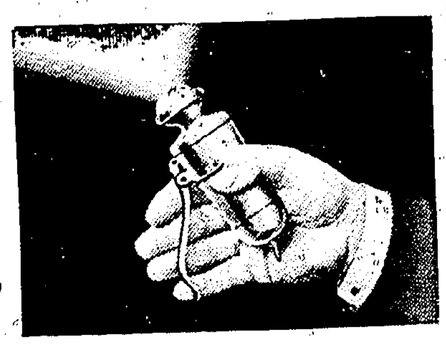

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THE LINCHENG OUTRAGE

INTERVIEW WITH THE LATE PRIME MINISTER.

As the Diplomatic Body has formally protested against certain statements made by the late Prime Minister of China in an interview which has been reported in the Northern Press, additional public interest is given to the statement which was circulated by the Chung Mei News Agency and we given it below in full:—

PEKING, May 31st.

Premier Chang Shou Tseng granted an interview yesterday afternoon, the gist of which has been given to this agency, it covered the Lincheng hold-up and other phases of the present situation in China.

Asked his opinion as to the possibility of the powers demanding guarantees of protection for the life and property of their nationals after a settlement of the Lincheng case has been effected, the Premier replied: "It is most regrettable that the Government failed in its precautionary measures to prevent this outrage. However, this fact alone should not be taken to indicate that the Chinese Government has forgotten its duty to protect foreign nationals within its borders. These Shantung bandits have been pursuing a general policy of outlawry and when closely pressed by the Government troops, they adopted this plan of capturing foreigners to attain recognition from the Government. I wish the foreign powers to understand that while the Chinese Government realizes its share in the blame for the occurrence, it has not failed to keep in mind its responsibility for the safety of the foreigners."

TOO MUCH PRESSURE.

As to a demand for guarantees for the future, the Premier said he did not expect such a thing. He continued "The Government authorities have done their utmost to have both foreign and Chinese captives released but as yet that has not been effected. One reason for this, is the fact that at the outset the Diplomatic Corps brought too much pressure to bear on the Government, which fettered it in its actions. The officials realizing from past experience with bandits knew that force must be applied. This was proved in the case of the capture of missionaries by the Honan bandits. A peaceful course having been taken to date, the more the Government treats with these bandits the more difficult it becomes to settle up. This delay in settlement cannot be branded as inability on the part of the Chinese Government."

THE INTERNATIONAL ASPECT.

Next questioned as to whether an effect will be produced by this event on the international standing of China, Premier Chang replied: "I do not think so. It is indeed to be regretted that this unpleasant incident occurred in China but it is not to be said that it will jeopardize the freedom of the nation. At this time when foreigners have suffered from this incident it might be recalled that in times past Chinese merchants in foreign countries have likewise been exposed to indignities. Chinese merchants in Germany, Austria and Russia, particularly during and after the war, underwent hardships and suffering, but the Chinese Government never entertained the idea of encroaching upon the free action of those countries, and it is predicted that the friendly powers will accord China the same treatment."

"It is true that the Diplomatic Corps will take drastic action in this matter?" was the question next put to the Premier, and it drew the reply: "I do not think that will occur. In view of their previous suggestions, the Diplomatic Corps has prolonged a settlement of the case. If drastic measures are taken, it will but tend to increase the demands of the bandits, and therefore, I do not expect the Diplomatic Corps to take such action."

EXTRA-TERRITORIALITY.

It was commented on that some of the powers were talking of delaying the time when the abolition of extra-territoriality would be discussed with China because of the Lincheng episode. To this the Premier said: "The citizens of China expect an early restoration of the rights of extra-territoriality. The Commission will meet this November in accordance with the Washington Treaties. This plan I do not think will be affected by the Lincheng affair since it has no connection with the other. The two questions are different and must be discussed separately and even if one or two powers refuse to talk about giving up extra-territoriality, the Chinese people must exert all the more efforts to secure it and the quality it represents."

The Premier in reply to a question, stated that the Government does not look upon the International Military Mission which will visit Tsaochuang in the light of interference with the internal administration of China, and so long as it does not do anything to hurt the negotiations that are being carried on, the Government will give it help and guidance."

THE COLTMAN CASE.

The Premier expressed the belief that with the complete concession of all American demands made upon the Chinese Government in the Coltman case, that the American attitude will remain as friendly and sympathetic as before.

"What immediate steps are necessary for disbandment?" was next asked and Premier Chang explained: "Disbandment is a most urgent question, which is not so difficult to solve. This year will see the election of a president and the promulgation of a National Constitution, after which will come the time for disbandment. The militarists will realize that the present is not like the regime of Yuan Shih Kai, and that the command of soldiers does not increase their power but on the contrary brings trouble on themselves. As soon as the time comes for disbandment, namely, after the new president is installed under a constitution, these militarists will be willing to disband their troops and a permanent settlement of many national difficulties will be effected."

(*Continued at foot of next column.*)

SCOTTISH SPORT.

GOLF AND GOLFERS.

SCOTLAND AGAIN DEFEATS ENGLAND.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, May 9th.

As the result of the International Golf contest between England and Scotland, the Walker Cup—the British one—will be safely deposited in the Royal and Ancient Clubhouse at St. Andrew's. Why Scotland should do so very much better than England in this event is hard to understand. The almost unbroken sequence of her wins does not correctly represent the relative ability of the two countries' leading players. It has been suggested that Scottish golfers are better imbued with the spirit of playing for their side, but no Englishman was beaten in this latest trial of strength for lack of trying. Their honour was just as much at stake as if they had been playing in the Championship. Only twice has England won, and never had she such a chance. Three Scotsmen who would certainly have been selected were not available, though whether the best was made of what material we had is a question. The English selectors had their full strength on which to draw, but no one will say they chose the best. Scotland came through with flying colours. Over the whole days' play of 15 matches we won seven and halved three, and of other five all but two went to the eighteenth green. Robert Harris's win over Holderness was the big surprise of the day, but it attracted somehow very little interest. The big match, as the public viewed it, was between Tolley and the Scottish Champion. Oxford and Cambridge influence counts for a lot at Deal, and the defeat of Tolley by such a modest looking golfer did not go too well down. Wilson came very close to an equally notable win over Holderness, but after taking the measure of his man he threw chance after chance away.

CRICKET.

All the leading cricket clubs are now in the field. Grange, our premier club, opened well by gaining a substantial victory over Glasgow University by 111 runs. Carlton made another sparkling batting display, and had a good victory over Edinburgh Institution F.P.'s. One of the features of the play was the great batting display of H. L. W. Alderson, the old Durhamite, who made a great first appearance for the team and scored 73 not out, while J. E. Phillips had 69. The Institution never looked like winning, and the whole side were out for 85. Edinburgh University added another victory to their list at the expense of Edinburgh Academicals, the scores being 182 and 123. The Royal High School found Heriot's F.P.'s too much for them. They scored 88, to which Heriot's replied with 90 for four wickets. Stewart's College F.P.'s gave a capital display against Clackmannan County, and were worthy winners of the match. They scored 140 for four wickets, and they got the Alloa team out for 85. Capt. G. W. A. Alexander made a good start for the season, when he scored 75 not out, out of a total of 111 for seven wickets scored by Aberdeenshire against Aberdeen University, to which the students replied with 79. Cupar have yet to win their first match. They went down badly in their opening game with Downfield, and were again beaten by Freuchie, who scored 115 to their opponents' 105. Perthshire managed to get the better of Arbroath United, and won by 6 runs notwithstanding some good bowling by R. W. Sievwright, who had five wickets for 21 runs.

In the Western Union Clydesdale, Uddingston, and Ferguslie defeated West of Scotland, Kilmarnock and Poloc, and Kelburn scored 112 to Drumpelliers 112 for nine. Time then intervened.

FOOTBALL.

The football season is about finished. In the Border Seven-a-sides at Langholm, the last competition of the Rugby season, Hawick won in the final, Gala being the runners-up.

Under Association rules, there were good fights in the semi-finals, extra time being played in both cases. Queen's Park defeated Partick Thistle, and Rangers (the League Champions) defeated Celtic (the Scottish Cupholders).

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Orientals	Tls.	5.60 b.
Cements	$	28 b.
China Providents	$	21½ b.
Dairy Farms	$	25½ b.
Waterboats	$	18 b.
Watsons	$	18½ b.
Hongkong Electrics	$	31 b.

b—buyers; *s*—sellers; *sa*—sales.

REUNIFICATION.

"When will China be unified, and what is your policy in connection therewith" was answered by the Premier as follows: "I am of the opinion that China will be unified as a matter of course when the country has a president elected under a national constitution. My cabinet strongly opposes reunification by force and stands for peaceful methods to achieve that end."

The Premier was next asked "Will the political factions offer opposition to reunification at that time?" His answer was "The troops are to be considered as the obstacles to unification rather than the political parties themselves. When the soldiers are disbanded, who then will be left to offer opposition to reunification? I am confident that no trouble will be met then."

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THE SHANGHAI DENUNCIATION OF THE HONGKONG GOVERNMENT.

SPEECHES BY MR. E. MOLLER AND MR. C. R. BURKILL.

"AN UNJUSTIFIABLE SCHEME" CARRIED OUT WITH UNPARALLELED PITILESSNESS AND RELENTLESSNESS.

Following is the full report of the extraordinary meeting of the shareholders of Messrs. Moller & Co. (Shanghai), Ltd., held at Shanghai last week, at which the actions of the Hongkong Government in connection with shipping control during the war were trenchantly denounced:—

Mr. Eric Moller presided, and there were present Mr. C. R. Burkill, Mr. A. McLure, of Messrs. Seth, Mansell & McLure (the Company's Auditors), and Mr. T. Emamoodeen, the Secretary, representing 999 shares, out a total of 1,000.

CHAIRMAN'S SPEECH.

The CHAIRMAN, in proposing the Resolution for the voluntary winding-up of the Company, placed before those present the facts which have brought about the Liquidation, and said:—

Gentlemen,—It was with the deepest regret that your Board decided to summon you here to-day for the purpose of considering and passing a resolution for the voluntary winding-up of the Company. In particular is this regret felt by myself, as it is just 65 years ago, in June, 1858, that my late father, Mr. Nils Moller, commenced the building up and development of a small and conservative business of shipowners of which your Company was the out-come. In early days of the firm the ships operated by it on the China coast were all sailing ships. As time passed on your present Chairman entered the firm in 1891, and he foresaw the early elimination of sail on this coast and the necessity of replacement by steam tonnage. The business was accordingly developed in this direction in a quiet, unassuming manner, so some years previous to the time of the incorporation of your Company in 1918 a fleet of nine steamers had taken the place of the old sailing ships. These were as follows:—

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S.S. *Sagittarius*	3650
S.S. *Gemini*	3250
S.S. *Castlefield*	1850
S.S. *Peregrine*	2200
S.S. *Moresby*	2150
S.S. *Shanghai*	650
S.S. *Manapouri*	2200
S.S. *Kaho*	1750
S.S. *Wollowra*	3300

(this latter vessel being a joint interest.)

Under legal advice separate companies were registered to own and carry on the business of each of the above steamers as well as of the firm's local office, but, as was only natural where interests are nearly identical, the working of the companies became intermingled and entwined so that losses sustained by some of them were acutely felt by the others.

TONNAGE QUESTION.

As the late War progressed the tonnage question became acute, and 5 of the above fleet of steamers were either sent or taken Home for the Allied cause. These were the *Sagittarius*, *Gemini*, *Moresby*, *Peregrine* and *Shanghai*, the first four vessels loading rice at Saigon for France for the Allies and the last named at Rangoon. Eventually four of these steamers were either lost, or struck out of the fleet by submarine and other causes of the War, and when I explain to you that these vessels were originally bought on a silver basis of 2/6 to the Tael and that the obligations of their respective owners were on a similar silver basis, you will readily understand the utter impossibility of running them at a profit in Home waters at the exchanges which ruled subsequently. The losses on those vessels were enormous, and to-day your Chairman has nothing whatsoever to show for this part of the fleet. At the same time he expresses and has no regrets whatsoever on this point, as whatever property we could place at the disposal of the Allied cause was willingly and gladly placed in every instance.

In spite of the losses above mentioned, reserves at the disposal of the several companies, though slight, left a sufficient margin to enable them to meet all obligations. Unfortunately, however, our losses did not stop at that point, and this leads me to the crux of our present trouble and the reason which has made it necessary to propose this resolution this morning. In this connection I feel that an explanation of this regrettable step is not only due to shareholders of the Company but to our many business friends and clients, both foreign and Chinese, some of whom are of very long standing.

HONGKONG GOVERNMENT'S ACTION CRITICIZED.

In the first place you must know that the steamers still remaining in these waters, viz., the s.s. *Castlefield* (since renamed *Ralph Moller*), s.s. *Manapouri* (since renamed *Lindsay Moller*), and the s.s. *Wollowra* were, about the month of March, 1918, commandeered and taken over by the Hongkong Government for purposes neither connected with the War nor with the defence of the Colony. Instead of using these vessels for War purposes, to which course the owners would most willingly have acquiesced, the Hongkong Government Control started out by using them for profiteering purposes, that is to say, whilst paying to the owners mere Governmental rates of hire, they sublet and chartered the steamers to ordinary China-coast charterers at enormous profits brought about on account of the high freight rates then ruling. This action on the part of the Hongkong Government was not only irregular and most unjustifiable, but was also (the owners were advised) illegal as it was not warranted by any Act of Parliament, Ordinance, Order in Council, Royal Prerogative or other lawful authority. Accordingly the owners took steps to raise an immediate protest, and eventually in December, 1919, a test case was instituted against the Government in the Hongkong Courts with a view to securing the return of the profits made by the Government in respect of each vessel. In this connection the owners had been guided by their solicitors that the appropriation of these profits by the Hongkong Government was irregular, and that the owners had every justification for taking legal proceedings for the recovery of their property. Immediately upon legal action being taken the Colonial Secretary approached the owners, through the Shipowners Protection Association, with a view and a request to stay such legal proceedings for such period as would give him time to communicate with the Home Government with a view to settling the matter amicably, pointing out that it was inadvisable to continue expensive litigation when it was possible to settle the matter otherwise. Unfortunately your Chairman and Mr. S. T. Williamson (the Chairman of the Shipowners Protection Association) agreed to this request. This was an unfortunate mistake on their part, as it gave the Hongkong Government time to prepare and put into effect an effective counter move to frustrate and forestall the owners' claim. This took the shape of the Indemnity Ordinance, 1922, which came into force in August of that year under which it was provided (*inter alia*) as follows:—

"No action or other legal proceeding whatsoever, whether civil or criminal, shall be instituted in any court of law for or on account of or in respect of any act, matter or thing done, whether within or without the Colony, during the war before the passing of this Ordinance, if done in good faith, and done or purported to be done in the execution of his duty, or for the defence of the realm, or for the public safety, or for the defence of the Colony, or for the enforcement of discipline, or otherwise in the public interest, by a person holding office under or employed in the service of the Crown in any capacity, whether naval, military, air-force, or civil, or by a person holding office under or employed in the service of the Government of the Colony of Hongkong in any capacity, or by any other person acting under the authority of person so holding office or so employed, or for the recovery of any sum of money which was acquired by the Government of the Colony of Hongkong in consequence of any such act, matter or thing; and if any such proceeding has been instituted before the commencement of this Ordinance, it shall be discharged and made void, subject to such order as to costs as the court or a judge thereof may think fit to make."

Your Chairman and those interested were astounded at this step, which meant that the owners of the steamers were entirely debarred from seeking redress in the Courts, and which had the effect of enabling the Hongkong Government to cook themselves behind their unjustifiable actions and to retain for their own use the huge profits made at the expense of the small private shipowners whilst using their ships for Non-War purposes. Needless to say appeals of every kind were made against this injustice, but these were without avail and the Indemnity Bill, after passing its various stages, eventually came into force as an Ordinance. The hands of the owners were thus tied, the test case which they had already instituted was thrown out, and they were left with nowhere to turn for assistance or a fair hearing. For myself I do not care to contemplate the long hours of worry that I have endured as a result of this action on the part of the Hongkong Government. The one-sidedness of this action is the more apparent when it is remembered that the only commercial and industrial interests in the Colony which were put under Government Control and whose profits were impounded by the Hongkong Government during the War were the Shipping interests, whilst all other commercial and industrial interests including docks and marine insurance companies, both of which made large profits from shipping, were permitted to take and retain their profits.

"A TRAVESTY OF JUSTICE."

It is certainly a travesty of justice that requires a Shanghai-owned company to give up its all and go completely out of existence in order to permit the Colony of Hongkong to enjoy the fruits of years of such company's labours. One cannot but be reminded of the fateful words "Might is Right" for the correction of which so many lives have been sacrificed in recent years, but never were they truer words than in this instance.

From figures carefully compiled, and which I believe to be correct, the net profits accruing to the Hongkong Government under their scheme were:—

On s.s. *Manapouri*	$277,979.66
On s.s. *Castlefield*	97,755.48
On s.s. *Wollowra*	616,773.18

whilst the audited figures covering the running of the steamers under control, in most cases showed a severe loss. One has further to bear in mind that the steamers were re-delivered to their owners at the time of a collapsed shipping market for the preparation against which the owners had no opportunity whatsoever of building up reserves.

A SUFFERER.

Gentlemen, our Company has directly and indirectly become a suffered through these enormous losses, caused to the fleet. Your Chairman has financially assisted both your Shanghai Office and the various companies to a considerable extent, but he now finds it essential to call a halt as otherwise he would be incurring obligations and liabilities beyond his personal resources. Whilst down in Hongkong in March of this year your Chairman received final and definite notice that no possible redress would be given, and this brought about the climax, to avoid which we have done so much.

The entire collapse of the shipping market and the fact that there has been no opportunity to build up reserves to tide over the present crisis, have combined to drive the several companies to the wall, and our modest efforts, covering a number of years of untiring energy, have been irretrievably wasted and wrecked. The s.s. *Lindsay Moller* has had to be sold for the absurd price of $32,000, all the proceeds of which have rightfully to go to the Mortgagees, leaving very few obligations outside of those of your Chairman, who, being a heavy creditor of the Company, is seriously affected. Your capital has been totally enveloped in this distress, but practically all your obligations have been met by your Chairman, who, however, in view of the unsatisfactory circumstances which have brought about this crisis, now finds himself unable to give further support. In no way are our company's Bankers affected, as at no time have we requested their assistance by an overdraft.

This, Gentlemen, is the position in which we are placed to-day, and to the best of my belief the facts, as I have placed them before you, are absolutely accurate throughout. In proposing the resolution which I shall now read I must express my regret and surprise that such a wealthy Colony as Hongkong should see fit to endow its Schools, build houses and residences for its officials, and support other improvements for the benefits of the Colony, out of the proceeds of an unjustifiable scheme which in its pitilessness and relentlessness is quite unparalleled—a scheme which has had the effect of driving into liquidation and bankruptcy a modest Shanghai shipping company which has had its Red Anchor flag flying over these Chinese waters for over half a century.

RESOLUTION.

The resolution reads as follows:—

"That it has been proved to the satisfaction of this meeting that the Company by reason of its liabilities cannot continue its business, and it is advisable to wind-up the same, and accordingly that the Company be wound-up voluntarily, and that Alexander Mclure and T. Griffin, both of Shanghai, be appointed as Joint and several Liquidators for the purpose of such winding-up."

MR. BURKILL ON "ILLEGAL OR PIRATICAL" USE OF THE STEAMERS.

Mr. BURKILL, in seconding, said:—I beg to second the Resolution and can from personal experience confirm Mr. Moller's statements. Steamers were controlled by the Hongkong Government under a special Order in Council which permitted the Governor of the Colony to take steamers "in aid of defence" of the Crown Colony of Hongkong. The steamers mentioned by Mr. Moller were used solely for profiteering purposes and it was announced that this large sum of money accruing from such profiteering was to be used to alleviate the shortage of houses in Hongkong which use of the money was stopped by an injunction from the owners concerned. After agreeing to postpone the case instituted against the Government because the Shipping Controller was going on leave and because we were given to understand it would help materially in amicable settlement, we found that the postponement was merely used to enable an Indemnity Act to be framed and passed which put us out of Court.

In an interview I had personally with the Colonial Secretariat in London it was admitted that the use the steamers were put to was illegal under the Order in Council sanctioning the Control, but I was informed that, however, "illegal or piratical" (the very words used), the Indemnity Act covered everything and we had nothing left to do. It seems grossly unfair that a few ships should—at the expense of their owners—contribute a large sum to the welfare of a rich Colony—while Hongkong Docks, who repaired our ships at exorbitant war prices, and Marine Insurance Companies, who insured them, should contribute nothing at all; and I am not aware that any Hongkong enterprise contributed anything to the Colony of Hongkong either "for aid or defence." The requisition in Home waters was at Blue Book rates and ships were valued and owners given a British Government War policy for such value, but in this respect they were better off than owners under Hongkong control, as we received no Government policy for war risk, and insuring this risk was no small cost even though our boats were not in the danger zone. In another respect Blue Book controlled boats were better off, as they paid wages in Sterling and we had to pay Sterling at 1/10½ to the Dollar—whereas our hire was paid half at current exchange and half at 1/9 and on this point and on the question of the War Risk, we still have hopes of some alleviation.

The resolution was adopted.

COMFORT EYE

means better health and better results from your work, and if your eyes require glasses you have careful and expert examination in fitting the proper correction. Eye comfort requires also just an expert care in the manufacture and find it worth while to consult a reliable firm, devoted exclusively to optical work; over ten years experience in the Colony. You will find no better equipment anywhere than in the office and factory of The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Readjustment of your glasses. Your will fracting Opticians, located in 53, Queen's Road Central.—ADVT. f101

THE PENISULAR & ORIENTAL STEAM NAVIGATION CO.

STEAM FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship

"JEYPORE"

carrying His Majesty's Mails, will be despatched from this port at Noon on SATURDAY, the 16th JUNE, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 11th June, 1923. [934

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID, SUEZ & STRAITS

THE M.V.

"GLENTARA"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 13th June 1923, at Noon, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 14th June, 1923, at 10 A.M. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.
Hongkong, 6th June, 1923. [924

NOTICE TO CONSIGNEES

The Steamship "EGREMONT CASTLE."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence, and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 12th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 28th inst, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.
941]

RICKMERS LINIE.

NOTICE TO CONSIGNEES.

FROM ANTWERP.

THE Steamship

"SOLVIKEN"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before noon, to-day.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on 15th inst. at 10 A.M.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
NAAMLOOZE VENNOOTSCHAP,
CARL BODIKER & CO.'S
HANDELMAATSCHAPPIJ (LTD.).
Agents, Rickmers Linie.
Hongkong, 11th June, 1923. [927

HUGO STINNES LINIEN.

NOTICE TO CONSIGNEES.

THE Steamship

"EMIL KIDORF,"

having arrived, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf & Godown Company's godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 19th June, 1923, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 19th June, 1923, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 26th June, 1923, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 11th June, 1923. [942

THE SWEEPSTAKE DISPUTE.

YESTERDAY'S EVIDENCE.

Further evidence was taken at the Chinese Club last night before the Board of Arbitrators in connection with the rival claims of Mrs. Violet Chan, of Hongkong, and Mr. Chik Soong Ling, of Shanghai, to the winning ticket No. 3066, of the Chinese Club Sweepstake for the Hongkong Derby. The amount at stake is over $50,000.

Mrs. Violet Chan is represented by Mr. Elsdey Zeitlyn and Mr. Chik by Mr. C. G. Alabaster.

Mr. Sung Tsi Man, Managing-Director of the Union Bank of China, at Shanghai, gave evidence as to receiving a telegram at about 11 a.m. on the morning of the 2nd March. This cable was from Hongkong and addressed to Mr. Quinn (brother of Mrs. Chan) and announced the winning number of the Chinese Club Derby sweep. The telegram was despatched from Hongkong at 3.25 p.m. on March 1st. He attributed the delay in receiving the cable to the fact that the bank had closed for the night when the cable was received in Shanghai. He himself did not go to the bank until about ten o'clock when the telegram was handed to him. At about noon Mr. Quinn came into the Bank and he handed over the cable to him. This, according to previous evidence, was after Mr. Quinn's return from his visit to Mr. Chik Soong Ling that morning when Chik claims that he handed over the winning ticket, 3066 to Quinn. Quinn denied this but admits receiving 3076 from Chik.

MRS. CHAN GIVES EVIDENCE.

Other witnesses were heard and towards the close of the after dinner session Mrs. Violet Chan gave evidence.

She stated that her brother,—Quinn,—so'd her the ticket on Christmas Eve. They had been out on a picnic in Mr. Hall Brutton's boat, and had afterwards returned to No. 5, Arbuthnot Road, where she was then living. She had since gone to live at No. 9, Robertson Road. Some time previously she had asked her brother to reserve Ticket No. 3066 for her, and he had promised to do so. That evening in the house, in the presence of Mr. Hall Brutton and other members of the party, he sold her ticket 3066. Ticket No. 3067 Quinn sold to his mother at the same time, and ticket No. 3068 to a lady who was present. Mr. Hall Brutton then asked if he could have ticket No. 3069. Quinn replied that he was sorry but 3069 was the last in the book and he was reserving it for his baby. If Mr. Brutton wanted a ticket he could get him one later. Mr. Brutton replied that 3066 and 3069 were his lucky numbers, and witness "joked him" on his superstitution. He then asked who had Ticket 3066, and she told him that she had it and showed it to him.

The proceedings were broken off for the night at this point.

PLAGUE AND SMALLPOX.

LAST WEEK'S TOLL.

The week ended on Saturday was an exceptionally bad week for plague and small-pox in the Colony. There were twelve new plague cases, and sixteen deaths in Kowloon. No cases were reported on the Island.

There were twenty-one fresh cases of small-pox in Victoria and five at Kowloon. The deaths from this disease were 26. All were Chinese cases.

Other cases of notifiable disease were: Diphtheria, 1 (British); enteric fever, 1 British, 1 Indian, 13 Chinese (9 deaths); paratyphoid fever, 1 Filipino, 1 Chinese; cerebro-spinal fever, 3 Chinese (4 deaths). There were also six deaths from influenza: all Chinese.

On Monday there were five fresh cases of small-pox, one of enteric fever, and one of cerebro-spinal fever, all Chinese.

COMPANY REPORT.

WHITEAWAY, LAIDLAW AND CO.

The report of the directors of Whiteaway, Laidlaw and Co., Ltd., for the year ended February 28th, 1923, shows that the firm made a profit of £106,271. 12s. 0d. After providing for the payment of the preference dividends to December 31st, 1922, and an interim dividend on the ordinary shares paid December 1st, 1922, there is a balance of £50,037. 2s. 0d., which the directors recommend shall be appropriated to paying a final dividend of 5 per cent., making 7½ per cent. per annum, free of tax, on the ordinary shares, paying to the trustees of the employés' provident fund £1,000; and carrying forward the balance of £19,503s 2s. 0d. to the next year's account, subject to the payment of corporation profits tax.

SHOOTING AT YAUMATI.

EUROPEAN POLICE OFFICER THE TARGET.

An exciting experience befell a European police officer, P.C. Clarke, in Canton Road, Yaumati, on Monday night. He was on duty at about a quarter past ten, near the Police Coaling Basin, when he met five or six Chinese coming in the opposite direction. He had reason to suspect their motives and stopped them, with the intention of making a search. He approached the leading man, who suddenly called out to his comrades. One of the later drew a revolver and fired at the constable. Fortunately the shot passed over the constable's head, but the flash blinded him for the time, enabling the men to get away. He chased them for some distance but without avail. He then returned to the police station and made his report. In consequence a large number of police were turned out, and pedestrians were searched. No arrests were made.

SNATCHING IN THE CITY.

EUROPEAN LADY VICTIM

A European lady was walking along Wellington Street on Monday morning, handbag hanging loosely on her wrist, when a Chinese youth stole up behind her, snatched the bag with such force as to break the strap, and turned and ran up a nearby lane. A Chinese constable in the vicinity gave chase and managed to catch the youth.

The lad was brought before the Magistrate (Mr. J. R. Wood) yesterday morning and charged with the offence. The complainant was Mrs. Charles Thomson, of Government Quarters, Won-nei-cheong Road. She stated that the handbag contained a purse in which was the sum of $21 in notes, and fifty cents in lose silver, as well as miscellaneous articles valued at $37.

Defendant pleaded guilty.

Inspector Purden explained to the Magistrate how the theft occurred, and said that when arrested the youth had wrapped the bag up in the folds of his jacket.

Sentence of six months' imprisonment and twelve strokes of the birch was passed.

SPORT.

LAWN TENNIS.

H.K. LAWN TENNIS LEAGUE.

In the "A" Division the match between the Indians and the Chinese was postponed last Saturday and will be played at the Chinese Recreation Club on Friday evening. This match will decide the championship and is sure to be very keenly contested. If the C.R.C. win there will probably be three Clubs at the top all equal. The U.S.R.C. have completed their programme and have not made as good a show as was expected, partly on account of some of their best players being Naval officers who are not always available.

In the "B" Division there are four teams in the running. If Queen's College can beat the I.R.C. on Saturday they will be strong favourites.

LEAGUE TABLES.

"A" Division.

	P.	W.	L.	Pts.
I.R.C.	5	5	0	5
C.R.C.	6	5	1	5
Hongkong C.C.	5	4	1	4
U.S.R.C.	7	3	4	3
Kowloon C.C.	5	3	2	3
University	6	2	4	2
Civil Service	6	0	6	0
Club de Recreio	4	0	4	0

"B" Division.

	P.	W.	L.	Pts.
Queen's College	6	5	1	5
I.R.C.	6	5	1	5
C.R.C.	6	5	1	5
University	4	3	1	3
C.C.C. "B"	6	3	3	3
Kowloon "A"	5	3	2	3
Kowloon "B"	6	3	3	3
Club de Recreio	5	2	3	2
C.C.C. "A"	7	0	7	0
Netherlands T.C.	5	0	5	0

SATURDAY'S MATCHES.

"A" Division.

Club de Recreio *v.* Civil Service.
Hongkong C.C. *v.* Kowloon C.C.

"B" Division.

Chinese R.C. *v.* Netherlands T.C.
Kowloon "A" *v.* Club de Recreio.
Kowloon "B" *v.* University.
Craigengower "B" *v.* Craigengower "A."
Indians R.C. *v.* Queen's College.

THE WILL OF A CHINESE BRITISH SUBJECT.

A DISPUTED CASE OF PROBATE AT SHANGHAI.

CROWN ADVOCATE SUED BY HONGKONG RESIDENT.

An interesting probate case was heard by his Honour Judge Sir Skinner Turner at H. M. Supreme Court Shanghai last week in connexion with the estate of Tam Kun, alias Henry Thomas, who died "by his own hand" on December 8th last, whilst in the employ of the Chinese Maritime Customs at the Ockseu Lighthouse. Dr. G. H. Thomas (alias Tam Yau-ming), Resident Medical Officer at the Tung Wha hospital, Hongkong, claimed to be executor of the last will of the deceased, dated December 5th (three days before his death) and issued a writ against the Crown Advocate (Mr. H. P. Wilkinson) he having entered a caveat and on behalf of the Crown claimed the goods of deceased as *bona vacantia*.

Mr. Tycho Wing appeared on behalf of Dr. Thomas, and Mr. A. G. Mossop represented the Crown Advocate.

The circumstances of the case, says the *N.-C. Daily News*, were set forth in a series of affidavits which were read by Mr. Wing. The document upon which the proceedings rested was a letter, typewritten and signed by the deceased and addressed to plaintiff and giving instructions as to the disposal of his estate in the event of his death. The estate included War Loan Investment of Malaya, a deposit in the Hongkong and Shanghai Bank, a life insurance policy, British war loan bonds, Straits Settlements war bonds, and a deposit in the Bank Industrielle. Out of these funds, deceased directed that $5,000 be paid to his foster mother for her own personal use, and $1,000 to deceased's cook, in recognition of long and faithful service, and that plaintiff discharge all his debt. The document was signed "Yours affectionately, Henry Thomas."

CHINESE LADY'S ADOPTED SONS.

Dr. G. H. Thomas, in an Affidavit, said in a previous affidavit he had stated that deceased died intestate, and made this statement on the advice of the British Consul at Amoy. He was now advised that the letter (quoted above), signed by deceased, might be accepted by the Court as a will. He therefore asked leave to amend his petition and affidavit accordingly. Dr. Thomas went on to say that the deceased and himself were adopted by a Chinese lady at Hongkong in 1889, at the respective ages of six months and two years, and were brought up by her. The deceased's parents had died of plague in Hongkong in the year previous to his adoption, and so far as Dr. Thomas knew, he had no relatives. He had fulfilled all the instructions contained in deceased's letter, the legacies and the liabilities named involving an expenditure of $6,555.90, $428.54, and $340.

Further evidence as to deceased's identity was contained in an affidavit by Tam Cheuk-shi, deceased's foster mother, who said that she was married about 40 years ago at Hongkong to one Tam Hsze. In 1889 he drove her from his house because she had not borne him a child, and she therefore made inquiries among residents surnamed Tam with a view to adopting a son. In the same year some person brought to her a male child, the son of a man who had kept a street stall in Hongkong, and whose parents were then dead. Because the child was sickly and not expected to live, she adopted another child about the same time. She became a Christian, together with her adopted sons, and they were baptized and educated at the Diocesan School, Hongkong, there taking the names of Henry Thomas and George Harold Thomas respectively. Henry Thomas was the man who died at the Ockseu Lighthouse, and George Harold Thomas was now Government resident medical officer at the Tung Wha hospital.

CHINESE LAW ON WILLS.

There was a further affidavit by Mr. Chang Yuen-duen, President of the Association of Chinese Lawyers in Shanghai City, formerly Vice-Minister of Justice and acting Minister, and one time Chief Judge of the Provincial Courts of Peking, Yunnan and Soochow, who spoke on the question of Chinese wills. He said that any intelligible expression of a valedictory wish made by a Chinese shortly before his death constituted a valid will, enforceable by law. If such will were made in the testator's own handwriting, or was signed by him, no witnesses were required. Mr. Chang, having examined the deceased's letter, testified as to its validity as a legal document notwithstanding that it was typewritten, was in the English language, and that there were no attesting witness.

In answer to His Lordship, Mr. Wing said that no other persons had put in an appearance.

His Lordship pointed out that the affidavits received from Hongkong were without seal, stamp or chop, and he was not sure that the signature of the "Commissioner" alone was sufficient to render them admissible here. It was possible they would have to go back to Hongkong and be re-sworn.

Mr. Wing then asked that the deceased's letter be admitted to probate as a will, and submitted that it was legally receptable as such in both English and Chinese law.

CROWN ADVOCATE'S POSITION.

Mr. Mossop then explained the action taken by the Crown Advocate in the matter, observing that had probate been applied for in the first instance, it was doubtful whether the caveat would have been taken out at all. The caveat was against the application for letters of administration, and the present application was for probate and was not opposed.

His Lordship said the question of the Hongkong affidavits was a rather important one. His impression was that in their present form they were not sufficient, but at the moment he would say nothing definite. He would authorize plaintiff to make an application for grant of probate, expressing the opinion—without giving a formal judgment at present—that the deceased's letter was a document which could be admitted for probate.

GOLF AND GOLFERS.

[BY "DREAMER."]

Since writing my last article I have come across an article by Roger Wethered, the present British amateur champion, in which he deals with the number of clubs beginners require. It may interest my readers to know his views. For the young beginner he advises the same set that I suggested as being sufficient, with the addition of a cleek; but for the man who takes up the game when about 40 and onwards he allows a driver as well as a brassie, and also a mashie niblick, but no cleek. It will be noticed that in neither case does he recommend a niblick, though, unfortunately, he does not give his reason.

To my mind the great fascination of golf is to play satisfactorily any particular shot that one is trying to master. I fail to realise that there can be any fun in carrying so many clubs that there is nothing to do but to select the correct club for the particular shot to be played, and then trust that it will do its duty faithfully. I am sure the player who can execute more than one shot with any one iron club gets more enjoyment out of the game than the player who cannot. One has only to watch Kirkwood, the Australian champion, performing his "stunt" shots to realise the wonderful results that can be achieved by practice. His exhibition may rather savour of the Music Hall turn, but it is an object-lesson in control over the ball.

The mid iron is a most fascinating club and yet but few amateurs get full value from it. The average player uses it very much in the same way that he uses a driver—that is, he takes a full swing, sweeps the ball cleanly off the ground and has a full finish. This is not a mid-iron shot at all. To play the shot correctly, the bottom of the club should strike the bottom of the ball and the ground simultaneously, and the club-head should carry-on along the ground for three or four inches. On soft ground a divot will be taken, but on hard ground the surface of the ground will be grazed. The shot must be played firmly, or it becomes dangerous. It is very important to keep a straight left arm and not to overswing. It is essentially a controlled shot, and therefore the player should never go for a greater distance than he feels he can accomplish with comfort. To all intents and purposes, the shot is completed when the club-head has travelled its three or four inches along the turf, ahead of the ball's original position, and the head should come to rest a yard or so from the ground, pointing in the direction the ball is travelling. The club must be gripped firmly with both hands from start to finish. A good way to practice this shot is to place a ten-cent piece behind the ball, leaving room for the club-head to pass between it and the bottom of the ball. If the shot is played correctly, the ten-cent piece remains, but a slight error in judgment will either deprive the player of ten-cents or give the ball a headache.

Although I specially mentioned that this shot applied to the mid-iron, I ought to mention that it is the correct way to hit any iron shot. It is the shot that imparts back spin to the ball and is known as the "pitch" shot.

The other kind of iron shot is the "run-up" shot. This shot is more difficult in a way because it is a question of judging the distance of the run, and on hard uneven ground this is no easy matter. To play the shot the club must be taken back slowly and kept as near the ground as possible to ensure a low downwards swing. At the moment of impact, the right hand is turned over. This gives the ball top spin and makes it run.

I have not gone into every little detail in my effort to try and explain how an iron shot should be played, for the reason that no two players play identically the same, and details regarding the stance and grip may be more misguiding than beneficial. The player must find out these points as best suited to his own particular style. It is a well-known fact that the superiority of the professional golfers over the amateurs lies in their iron play. The player who wishes to reduce his handicap will be well advised to study his mid-iron and mashie.

Ladies' golf in Hongkong appears to be of a very poor standard. One would think that, with the facilities this Colony offers and the amount of spare time the average lady has, the standard would be good. From a casual observation I rather gather that the card-table has a greater fascination than the golf-course. Then, of course, we always have the excuse of the trying climate!

The annual Inter-sex match at Home seems to be very popular, and I know one or two ladies who have taken part in it say that it has done their golf a great deal of good. Why not try it out here? Naturally, it is in the nature of a social function more than a serious test of ladies' golf versus men's, and for this reason would suggest that the match be played either during the Christmas or New Year holidays. Perhaps it is a little early to make this suggestion, but then it takes rather a long time in Hongkong to start the ball rolling. It is more than likely that I shall refer to the subject again before next Christmas, and in the meantime I hope the ladies will think it over seriously and get in plenty of practice.

I was down at Happy Valley on Monday evening and saw two of the volunteer tutors having a busy time; between them they appeared to have about 6 or 7 pupils and I noticed a couple of ladies having lessons. At the conclusion of my round I adjourned to the roof of the club-house with the idea of having a quiet practice in front of the mirror, but I found the instructors had got there first. It was very interesting to notice how quickly the pupils spotted faults in their swing, and rectified them. Whether the result will be lasting or not I cannot say, but I certainly came to the conclusion that a player is likely to derive more good than harm from it.

MILADY'S DRESS

SMART AFTERNOON AND EVENING GOWNS.

The very newest and most exclusive style-tendencies are embodied in our newly arrived stocks.

Made in the following materials—Cotton Georgette, Plain and Embroidered Voile, Silk Georgette with the new Floral effects also Marocain, Lace, and Crepe de Chine. We have a wide range of sizes but should any alterations be necessary they will be executed free of charge, on the premises.

Prices from $18.50.

Do not fail to call and inspect our truly fascinating collection of Semi and Trimmed Hats.

LANE, CRAWFORD, LTD.

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CAFÉ WISEMAN

BAKERS, CONFECTIONERS
PASTRY COOKS
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CATERERS.

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PIANOS ARE ALL BRITISH
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"KELTIC" FOOTWEAR.
SUN HELMETS, BATHING COSTUMES, AND BATH GOWNS.
"LUVISCA" SHIRTS AND PYJAMAS.

Wm. POWELL, Ltd., Gentlemen's Tailors and Outfitters. (Hongkong Hotel Buildings).

NEW ADVERTISEMENTS

NOTICE.

NOTICE IS HEREBY GIVEN that We have Registered Ourselves as a PRIVATE LIMITED COMPANY under the Provision of the Companies Ordinance 1911—1921.

J. M. ALVES & Co., LTD.

Hongkong, 12th June, 1923.

NOTICE IS HEREBY GIVEN that We have as from 1st JUNE, 1923, taken over the Business of J. M. ALVES & Co., as a Going Concern which will be carried on under the Name of J. M. ALVES & Co., LTD.

J. M. ALVES,
Governing Director.

Hongkong, 12th June, 1923. [951

NOTICE TO CONSIGNEES.

"ELLERMAN LINE."

FROM UNITED KINGDOM AND CONTINENT.

THE Steamship

"CITY OF MANCHESTER"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 17th June, 1923, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 22nd June, 1923, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD.,
General Agents.

Hongkong, 12th June, 1923. [948

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID SUEZ AND STRAITS.

THE Steamship

"GLENIFFER"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 19th June, 1923, at Noon, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of consignees by Messrs. Goddard and Douglas, on 18th June, 1923, at 10 a.m. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 11th June, 1923. [946

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

"TROILUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 12th June.

Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered, after the 18th June, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 2nd July, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th June, 1923. [947

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA MANILA.

CONSIGNEES per Company's Steamer

"THESEUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 13th June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 19th June, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 3rd July, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 13th June, 1923. [952

INTIMATIONS

HONGKONG CRICKET CLUB.

"HONG" DOUBLES TENNIS TOURNAMENT.

MEMBERS are reminded that Entries Close on the 15th INST. [950

ST. VINCENT DE PAUL SOCIETY, HONGKONG.

DURING the Temporary Absence of the Undersigned, Mr. F. H. BARNES has been appointed Acting President General of the Society.

J. M. ALVES.
President General.

Hongkong, 12th June, 1923. [945

WANTED.

A MUSICIAN to teach Fifes, Bugles and Drums every Saturday Evening and Sunday. Please state Qualification and Salary.

THE CANTON SEMINARY OF COMMERCE,
HONAM, CANTON.

944]

HOTEL TO LET.

THE KOWLOON HOTEL.

HANKOW ROAD, KOWLOON.

(ONE MINUTE'S WALK FROM THE STAR FERRY.)

NEW and Unfurnished Up-to-date First Class European Residential and Tourist HOTEL of Six Stories high with Extensive Roof Garden and Basement suitable for Garage.

More than 90 Large and Airy Rooms and each Story is furnished with 9 Sanitary Baths and 7 Water Closets.

One Large and Long Hall as Dining Room which can hold about 150 Persons; One Smoking and Sitting Room; 2 Billiard Rooms; One Private and One Public Bar in the First Story.

A fashionable Electric Elevator; one Boiler; all Electric Lights, Fans, Bells and Fittings will be furnished.

The construction of this Hotel will be completed at the end of this month and same can be leased on 5 or 10 years to carry on business from the beginning of July, 1923.

For Rent and Particulars, Please apply:—

TONG WA LAND INVESTMENT & AGENCY Co.,
43A, Queen's Road East,
or
MR. LAI HIN MAN,
c/o ORIENTAL COMMERCIAL BANK, LTD. [943

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

No. 8, Des Vœux Road. Telephone No. C. 4306.

BUYERS of HONGKONG CONSTRUCTIONS.
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SELLERS of CHINA SUGARS.
COLONIAL DISPENSARIES.
EWOS.
20 M. Y. SAN & COMPANIES.
HUMPHREYS' ESTATES.
H. & S. BANKS. [107

PARTICULARS
of
VALUABLE LEASEHOLD PROPERTY
Situate
No. 13, WING HING STREET, VICTORIA, HONGKONG,
To be Sold by Order of the Mortgagee
By
PUBLIC AUCTION
IN ONE LOT
ON
THURSDAY,
TH 14TH DAY of JUNE, 1923, at 3 o'CLOCK P.M
By
Messrs. LAMMERT BROTHERS
AT THEIR OFFICE, DUDDELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2166 together with the messuages, erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2166 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS
Solicitors,
8, Des Vœux Road Central,
and
Messrs LAMMERT BROTHERS
Auctioneers.

TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor.

Apply
UNION INSURANCE SOCIETY OF CANTON, LTD.

TO LET.

SEVEN-ROOMED DETACHED HOUSE with Tennis Lawn and Garage for Two Cars.

Apply to—
PERCY SMITH, SETH & FLEMING.

OFFICE WANTED.

ONE LARGE ROOM or TWO SMALLER ROOMS, preferably on Ground or First Floor, in Centre of City, Required, as Offices about June.

Write "Z," *Daily Press.*

INTIMATIONS

G. R.

NOTICE.

OWNERS and DRIVERS of MOTOR VEHICLES are requested to note that, on Traffic Posts where Traffic Lights are established, the Lights will be used, both by Day and Night, for the purpose of Regulating Traffic with effect from the 15TH INST.

E. D. C. WOLFE,
Captain Superintendent of Police.

8th June, 1923. [926

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE FORTY-SECOND ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. JARDINE, MATHESON & Co., LTD., Pedder Street, Hongkong, on THURSDAY, 14TH JUNE, 1923, at Noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be Close from the 7th June to 28th June Both Days inclusive.

By Order of the Board.
JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, 28th May, 1923. [887

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that Certificate No. 8773 for 200 Shares numbered 77151 to 77200, 47201 to 47250, 110352 to 110076, 121988 to 122037, 84151 to 84175; Certificate No. 8774 for 200 Shares numbered 50551 to 50600, 37101 to 37200; Certificate No. 8775 for 50 Shares numbered 69451 to 70000 all registered in the Name of Mr. LAM CHOR YIN have been LOST or DESTROYED; and should these Certificates not be produced to the Company before the 7TH DAY of JULY, 1923, New Certificates for the said Shares will be issued and the Old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 7th June, 1923. [922

HONGKONG REALTY AND TRUST COMPANY, LIMITED.

NOTICE

NOTICE IS HEREBY GIVEN that the STATUTORY MEETING of the MEMBERS of the above Company, pursuant to Section 66 (3) of the Companies Ordinance 1911, will be held at the REGISTERED OFFICE of the Company, POWELL'S BUILDING, Des Vœux Road Central, Hongkong, on MONDAY, the 25TH DAY of JUNE, 1923, at 12 NOON.

By Order of the Board.
WALTER J. HAWKER,
Acting Secretary.

Hongkong, 12th June, 1923. [938

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Offices of Messrs. JARDINE, MATHESON & Co., LTD., Pedder Street, Victoria, in the Colony of Hongkong, on THURSDAY, the 14TH day of JUNE, 1923, at 11.30 o'CLOCK in the FORENOON, when the Subjoined Resolutions which were passed as Extraordinary Resolutions at the Extraordinary General Meeting of the Company held on Friday, the 25th day of May, 1923, will be submitted for confirmation as Special Resolutions:—

1.—That each of the existing 50,000 Fully Paid Up Shares of $100 each constituting the Company's present Capital of $5,000,000 be divided into Four Fully Paid Up Shares of $25 each so as to make such Capital of $5,000,000 consist of 200,000 Fully Paid Up Shares of $25 each.

2.—That after the division aforesaid, the Capital of the Company be increased from $5,000,000 consisting as aforesaid, to $10,000,000 divided into 400,000 shares of $25 each by the creation of 200,000 New Shares of $25 each—40,000 of such New Shares to be issued and allotted in accordance with clause eight of the Conditional Agreement for the amalgamation with this Company of the Hongkong Central Estate, Limited, duly approved at an Extraordinary General Meeting of the Company held on Thursday, the 3rd day of May, 1923, and the balance thereof to be issued at such time or times and on such terms and conditions in every respect as the Company's Board of Directors may think fit.

Dated this 26th day of May, 1923.

By Order of the Board,
L. S. GREENHILL,
Secretary.

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CHINESE GOVERNMENT RAILWAY

CANTON-KOWLOON LINE.

(CHINESE SECTION).

WITH the approval of the Ministry of Communications, SUPPLIERS of TRACK SLEEPERS and BRIDGE and CROSSING TIMBERS are hereby invited to submit SEALED TENDERS in DUPLICATE, which should be clearly marked "TENDERS for SLEEPERS," and addressed to the MANAGING DIRECTOR, CANTON-KOWLOON RAILWAY, Chinese Section, Canton, to the Railway Head Office not Later than 11 o'CLOCK in the FORENOON of WEDNESDAY, the 18TH DAY of JULY, 1923.

Specification and full particulars may be obtained by application to the Railway Head Office, Canton, on the deposit of $3,000, which will be refunded on the submission of a *bona fide* tender.

Tender must be made in the Form at the foot of the Specification, which must be returned undetached.

The successful Tenderer will be required to sign a Formal Contract and to furnish a Bank Guarantee of 10 per cent. of the Value of the Contract for the due and Proper Performance of the Terms of such Contract.

The Railway does not bind itself to accept the lowest or any tender.

THE HEAD OFFICE,
CANTON-KOWLOON RAILWAY,
Chinese Section.

Canton, 6th June, 1923. [928

INTIMATION

DEWAR'S

"WHITE LABEL"

FINEST

SCOTCH WHISKY

OF GREAT AGE.

Awarded 50 Gold and Prize Medals.

FROM

Messrs. JOHN DEWAR & SONS, LTD.

PERTH, SCOTLAND.

By Royal Appointment to His Majesty the King.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

Wine and Spirit Merchants.

TELEPHONE No. C. 616.

MARRIAGE.

SLATER—ROSE.—At Shanghai, on June 6th, ARTHUR WILLIAM SLATER to PHYLLIS MARION ROSE.

DEATH.

GRACA.—At Shanghai, on June 7th, I. M. GRACA.

Hongkong Office: 10A, Des Vœux Rd., C.
London Office: 13, Fleet Street, E.C.

The Daily Press.

HONGKONG, JUNE 13TH, 1923.

AFTER LINCHENG.

If we can confidently accept the latest assurances given in the cables on the subject, the remaining six of the many foreign subjects who were captured and carried into captivity by a bandit gang in Shanghai, five weeks or more ago, ought to have been liberated by this time. Assurances of speedy release have been given so many times, and not been fulfilled, that it is only to be expected that the latest promises of the kind inspire no great amount of confidence. Still, there is good reason to hope for fulfilment this time because a settlement with the bandits has been reached by the authorities, and, as evidence of their satisfaction with it, the bandits have released six foreign captives. The remaining six are being held until the undertaking given by the Government has been completed. This, apparently, is regarded as the work of a day or two. Official circles in Peking are in no doubt that this outrage will have important consequences for China. The Powers are requiring assurances, which must amount to reasonable guarantees, that these outrages against foreigners in China will not be repeated. A London cable we publish to-day reports that the UNDER SECRETARY FOR FOREIGN AFFAIRS has stated in the House of Commons that the British Minister at Peking has been authorised to press for "a railway police force, with greater foreign control over railway revenues, in order to ensure that the railway police shall be properly paid." and the Minister has been instructed to consult his colleagues of the Diplomatic Corps with a view to joint action by all the Powers concerned. This proposal is one that probes the very seat of the disease in China. The origin of the outlawry is in the fact that so many soldiers have been disbanded not merely without a bonus to support them for a time, but actually without the pay due to them for, perhaps, several months of service. It has been pointed out recently that this was not the way YUAN SHIH KAI treated his men. It is said to his credit that he paid his men on time and in full, and it is declared that none of his men, at least while he was in power, became bandits. If the Chinese Government were wise, they would offer no serious objection to the proposals which the British Minister has been instructed to press, but welcome them with alacrity. It is perhaps, something more than a mere coincidence that Mr. LENNOX SIMPSON, one of the Foreign Advisers of the Chinese Government, when addressing the students of the North China Language School, last month, was suggesting the creation of trading zones, extending ten miles on either side of every railway and river, with special police arrangements. The lecturer was apparently recommending this in substitution of the present Treaty port arrangements in view of the number of foreigners coming to China steadily increasing. "The whole Treaty port idea," he said, "must be scrapped." But it certainly will not be "scrapped" until the Government of China is able to ensure security for life and property in the territory beyond the Treaty port zones equal to what is obtainable within them under foreign flags. Mr. Simpson is reported to have said that sixty to seventy per cent. of the wealth of China is under foreign protection in the Treaty ports. There is perhaps some exaggeration in the statement but the vast Chinese wealth which has sought the protection of foreign flags in the Treaty ports, suggests the great possibilities of development in the railway zones if the proposals which are being made to China by the Powers were adopted. It is futile to look entirely to any Chinese Government at the present time for guarantees that the railway shall be efficiently policed and that the force shall be regularly paid. The Chinese Government, in nearly every branch of the Administration, is continually in trouble because the payment of wages is in arrear, often for several months. It is this fact, as we have said, that has largely created the bandit problem in in China, and until the servants of the State, whether they are diplomats, law officers, teachers, policemen or soldiers, can count upon being regularly paid on due date for the services they render, it is hopeless to expect to see lawlessness abated in China. And what prospect is there is in China of seeing this little, but tremendously important, financial reform, if it is not inaugurated by some measure of foreign control?

It is announced that Messrs. J. M. Alves & Co. have registered as a private limited company.

H.M.S. *Petersfield*, with Admiral Sir Arthur Leveson aboard, returned to Shanghai last week, from a cruise to Ningpo.

Mr. S. B. C. Ross, Postmaster-General is proceeding Home towards the end of this month on short leave, for health reasons.

A meeting of the Legislative Council takes place to-morrow. The principal business is the second reading of the Rents Ordinance Amendment Bill.

The body of a Chinese man, aged about fifty-five, was found hanging from a tree in Jubilee Road on Monday. The case has been ascertained to be one of suicide.

The Manila Observatory sent warning yesterday afternoon of a cyclone or typhoon near or over Formosa, moving N.E.

Sandalwood workers in the Colony struck for more pay and better working conditions on January 19th last. They remained out of employment till yesterday, with an agreement was reached with the employers.

The newly-erected Kowloon Hotel, a six-storied building containing more than 90 rooms, is advertised to be let, unfurnished, on a lease of five or ten years. Fuller particulars are given in an advertisement which appears in another column.

FAR EASTERN CABLE NEWS

[THROUGH REUTER'S AGENCY.]

THE LINCHENG CAPTIVES.

FURTHER DELAY IN RELEASE OF CAPTIVES.

TIENTSIN, June 11th.

While Chen's hopes that a final agreement would be signed yesterday and the captives released to-day have not been fulfilled, the prospects have at least slightly improved.

Chen and the other delegates proceeded to Wuchiaho on Sunday, but they have not returned. However, they have maintained constant touch with the relief camp, and their messages indicate that an agreement has been all but reached and should be signed to-day, which would mean that the captives would be released to-morrow.

The whole delay is attributed to lack of unity among the bandits.

BRITISH GOVERNMENT'S ACTION.

LONDON, June 11th.

In the House of Commons, replying to a question by Mr. Trevelyan Thomson (Labour) who asked what steps the Government were taking to protect the lives and interests of British subjects and traders in China, in view of the most serious situation outside the area of the treaty ports, Mr. Ronald McNeill (Under Secretary of Foreign Affairs) said that the steps taken since the discontinuance of operations against the brigands were proceeding fairly satisfactorily. The British Minister at Peking has been authorised to press for a railway police force, with greater foreign control over the railway revenues, in order to ensure that the railway police would be properly paid, and he had also been instructed to consult his colleagues with a view to joint action by all the Powers concerned. The British Government had no reason to attribute bad faith to the Government at Peking.

THE PRISONERS RELEASED.

Just before going to press we received the following cable message through Reuter's Agency.

SHANGHAI, June 11th.

A private telegram states that all the Lincheng prisoners have been released.

ATTEMPT TO CAPTURE CHENGTU FAILS.

PEKING, June 12th.

General Yang Sen's second attempt to capture Chengtu has failed. After a seven days' battle at Lungchuang, where each side suffered 2,000 killed or wounded, General Yang Sen retreated to Tzechow.

NEW FAR EASTERN PROBLEMS.

DISCUSSED BY "MORNING POST" CORRESPONDENT.

LONDON, June 11th.

The *Morning Post* has begun a series of articles on the new Far East problems resulting from the Great War and the Washington Agreement, and the desire of the Japanese Empire for expansion. The articles are being written by a special correspondent who has returned from a prolonged tour of Japan, China, Singapore and the Far East.

The writer is of the opinion that Japan will turn to the "China powerhouse" as a field for exploitation and he says that China, despite her large population is able to absorb a considerable number of Japanese immigrants, while much of the surplus population of Japan, which is at present almost workless, could be profitably employed within the Japanese Empire on industries fed by China's raw material.

The correspondent directs attention to the remarkable progress Japan has already made throughout China, particularly her advance in the Yangtsze Valley, which was formerly a British sphere of influence, and he thinks that Japan cannot be blamed for seizing the many opportunities afforded her for developing her economic interests in China.

The writer concludes by saying that if the Western nations do not take combined action in restoring China's fallen fortunes, they will be opening the door to Oriental action, which is far more likely to achieve this result.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

ANGLO-RUSSIAN RELATIONS.

CONCILIATORY REPLY TO BRITISH NOTE.

LONDON, June 11th.

It is understood that the latest Russian Note, which is conciliatory in tone, regrets that Lord Curzon is unable meet M. Chitcheran.

The Note agrees to the compensation of £10,000 and £3,000, proposed in the Davidson and Harding cases and though claiming reciprocity it implies that if genuine proof of misconduct can be adduced, the Soviet representatives at Kabul and Teheran will be recalled, but contends that a joint enquiry is necessary in order to examine the charges and counter-charges regarding propaganda.

The Note accepts Lord Curzon's new formula for a mutual undertaking to abstain from propaganda.

SOFIA, June 11th.

The Revolutionary Government has issued a manifesto stating that it is determined to loyally fulfil the Treaty of Neuilly, and declaring that Bulgaria is opposed to any kind of warlike adventure.

The Russian reply to the British Note of May 29th, expresses readiness to meet the views of the British Government in regard to a method for a provisional settlement of the fishing dispute, and, pending a general conference, agrees to pay the compensation demanded by Great Britain in the cases of Davison and Stan Harding. Russia is ready to accept the draft declaration of non-interference suggested in the British note, as a basis for mutual undertakings in regard to propaganda. The reply emphasises that this means there can be no possibility of any future British Government, or the Governments of British Dominions, Colonies or Protectorates assisting in any hostile designs against the Soviet Republic and its Allies and says further, that if as a result of joint inquiry it should be found necessary to recall one or other of the Soviet representatives at Kabul or Teheran, the Soviet will not hesitate to do so, but stipulates full and unconditional reciprocity. Russia alleges that British agents were implicated in the risings in Turkestan and the Caucasus.

LONDON, June 11th.

The Soviet is ready to compensate British subjects for losses, but only on a basis of full effective reciprocity. The Note declares that the losses sustained by British subjects are trifling compared with the terrible calamities to millions of Russian subjects owing to the blockade and the intervention of the Entente. The question of loyal co-operation in the future should not be made dependent on past accounts, which have remained unsettled through no fault of the Russian Government. The Soviet would consider a rupture of trading relations as not only an economic loss but a political disaster, but sees no way to settle the questions except through negotiations. The refusal of the British Government to meet the Soviet Foreign Commissary shows that the obstacle to a settlement does not arise on the Russian side, and in the event of a rupture the responsibility cannot by placed on the Soviet.

PROHIBITION ENFORCEMENT

A REPORT DENIED.

NEW YORK, June 11th.

The Prohibition Authorities deny the report that Customs boats firing on rum-runners hit French and British ships which were lying among the liquor fleet.

GIFT TO BRITISH CANCER CAMPAIGN.

LONDON, June 11th.

The British Empire cancer campaign has received an anonymous gift of £20,000.

LATEST CABLES.

BULGARIAN REVOLUTION.

AGRARIAN PARTY WILL RESIST NEW GOVERNMENT.

PARIS, June 11th.

Advices from Belgrade state that the Bulgarian Agrarian Party appears to be organising resistance to the new Government. In the north the peasants have cut the railways at various places, while fighting is reported from a number of districts.

INTERNATIONAL COMPLICATIONS POSSIBLE.

The Serbian Government's attention has been called to a report that, Bulgarian ex-officers who were demobilised under the Treaty of Neuilly and also fresh classes are being called up. The situation is regarded as serious and King Alexander is hurrying back from Bukharest, where he has been on a visit.

REPORTED CAPTURE OF PREMIER STAMBULISKI.

PRAGUE, June 11th.

It is reported from Bulgarian sources that Premier Stambuliski has been arrested by his own military bodyguard.

THE RUHR SITUATION.

MARTIAL LAW PROCLAIMED AT RECKLINGHAUSEN.

BERLIN, June 11th.

A French sentry was shot at Recklinghausen on Sunday night. Martial law has been proclaimed in the town and a curfew from nine in the evening to five in the morning. Meetings of more than four persons have been prohibited. Two police officials have been arrested as hostages.

EARLIER CABLES.

ANOTHER SHOOTING AFFRAY AT DORTMUND.

BERLIN, June 11th.

Five civilians were shot at Dortmund last night, and one seriously wounded. The deputy police president and deputy burgomaster have been arrested in connection with the shooting of two French noncoms. It is reported that over a hundred arrests have been made. The French troops at Dortmund have been reinforced.

BERLIN, June 11th.

Later news from Dortmund states that the five civilians mentioned earlier were shot dead. It is alleged that French soldiers fired on all passersby still in the streets at curfew hour. Two machine-guns have been placed in position in front of the town hall.

MARTIAL LAW PROCLAIMED.

BERLIN, June 11th.

A message from Dortmund states that the French have proclaimed martial law throughout the city and suburbs. They have arrested prominent citizens as hostages, and tightened up the permit regulations. French patrols held up men in the streets and in tramcars and searched them for weapons. Dortmund yesterday evening was like a city of the dead, the terrified inhabitants not venturing out of doors. The shops and restaurants were closed, and trams were stopped. It is reported that the French still detain over a hundred people.

BELGIAN SENTRY FIRED ON.

BRUSSELS, June 11th.

The *Independence Belge* reports that five persons shot with a revolver at a Belgian sentry guarding the approaches to the Gemmenich tunnel on the Aix la Chapelle-Tongres railway. The sentry was not hit, and returned the fire of his assailants, who decamped.

A RUSSIAN THREAT.

SWITZERLAND AND THE VOROWSKY MURDER.

RIGA, June 11th.

M. Chitcherin has despatched a note to the Swiss Government in which it is declared Russia intends to obtain satisfaction for the assassination of Vorowsky, and avers that the Swiss Government were moral participants in the crime owing to their failure to arrest the assassins and accomplices.

LATEST CABLES.

REPARATIONS DISCUSSIONS.

SOME HOPE OF REACHING AGREEMENT.

LONDON, June 11th.

The Allies are actively conferring diplomatically on the subject of the German memorandum. Lord Curzon has conversed with the French, Italian and Belgian Ambassadors. The prospect of an agreement is represented in some quarters as not being bright, owing to French intransigence, though it is stated elsewhere that ministers are not without hope of attaining an ultimate agreement and the conversations will be continued with the object of arranging, if possible, for a joint reply. It is doubtful whether the British Government will agree to urge Berlin to end passive resistance in the Ruhr area, unless she is able to hold out reasonable inducements of something in the nature of an armistice in the Ruhr area.

EARLIER CABLES.

GERMAN MEMORANDUM UNDER CONSIDERATION.

LONDON, June 11th.

Reuter learns from a well-informed source that M. Poincare is anxious that the Allies, including Britain, should immediately send a Note to Germany demanding the cessation of passive resistance in the Ruhr. It is understood that M. Poincare considers that a necessary preliminary to an Allied discussion of reparations. On the contrary, the British apparently consider such discussion must come first.

LONDON, June 11th.

The Cabinet discussed the German memorandum, also the French views, which it is understood have been communicated by the French Ambassador in London.

THE BUDGET DEBATE.

ABOLITION OF IMPERIAL PREFERENCE URGED.

LONDON, June 11th.

The House of Commons, debating the Budget, adopted a resolution authorising the establishment of a debt sinking fund of £40,000,000 for the current year, and £45,000,000 next year, and thereafter £50,000,000 annually.

Imperial preference came up when Mr. A. J. Bonwick moved the abolition of imperial preferences contained in the 1919 Budget. Mr. Bonwick dwelt on the preference on tea, which he asserted was not only costing more than the original estimate, but the consumer was also paying substantially the same price as before. Mr. A. Barnes, who is president of the London Co-Operative Society, asserted that tea preference was opposed by the trade here, and had not conferred any advantage on the Indian grower in foreign markets. Dr. W. A. Chapple argued that the Dominions did not want any tinpot preference in order to maintain their royalty. Col. J. Gretton contended that preference did not go far enough. Sir W. Joynson-Hicks enumerated the increased imports from the Empire of various commodities since preference had been adopted, and denied the assertion that Indian tea growers did not want preference. Mr. Bonwick's amendment was rejected by 255 to 150 votes.

Mr. T. Johnston moved an amendment to abolish the tea duty. Sir W. Joynson-Hicks declined to agree to the abandonment of the tax, which yielded £11,000,000 annually. A further Labour amendment aimed at halving the present tax. Both these amendments were rejected by substantial majorities, and the clause continuing the tea duty was adopted by 239 to 100 votes.

FRENCH LINER HAS TO GO DRY.

WASHINGTON, June 11th.

Treasury officials, after a hurried conference, refused the request of the French Embassy for a relaxation of the prohibition regulation in the case of the liner *France*, at present in New York, which sailed from France prior to June 10th, when the regulations became effective.

US. RAILWAY STATION BURNED DOWN.

PHILADELPHIA, June 11th.

The Pennsylvania railways Broad Street station has been burned down. The damage is estimated at a million dollars.

THE AUSTRIAN REHABILITATION BONDS.

NEW YORK, June 11th.

Morgans announce that the Austrian bonds mentioned yesterday, were oversubscribed in a quarter of an hour.

FLOODS IN AMERICA.

HEAVY DAMAGE IN SEVERAL STATES.

KANSAS CITY, June 11th.

Three days of torrential rain have resulted in the flooding of the low-lying districts of the States of Kansas, Oklahoma and Texas. At least five fatalities are reported, and the damage is estimated at several million dollars. Three thousand persons are homeless in Kansas City and many hundreds in Winfield.

IMPERIAL WIRELESS.

QUESTION IN HOUSE OF COMMONS.

LONDON, June 11th.

In the House of Commons, replying to questions, Capt. the Hon. W. G. A. Ormsby-Gore said the question of Imperial wireless would be considered first at the Imperial Economic Conference. Any question of principle requiring the attention of the Imperial Conference would be referred to the latter.

GOLF CHAMPIONSHIP.

LONDON, June 11th.

The veteran James Braid, with a round of seventy-two, led the field at the end of the first half of the qualifying competition for the open championship, at Troon. There are 222 entrants, including twelve Americans, two South Africans, the Australian, Kirkwood, a Spaniard and a French contingent. The Americans, with the exception of Macdonald Smith and Sarazen, each of whom went round in seventy-five, made a poor show. Hagen, the holder, taking eighty-two. Barnes did it in eighty, Kirkwood 76, Tolley 77, Duncan 78, and Mitchell 79. A feature was the failure of the British amateur champion, Roger Wethered, who did the round in eighty-eight.

COTTON TRADE PROBLEMS.

ADVISORY BOARD SCHEME.

Sir Charles Macara, chairman of the Provisional Emergency Cotton Committee, has forwarded to the Press a copy of a scheme for the formation of a Cotton Advisory Board, drawn up in pursuance of a mandate given to the committee at a meeting of directors of cotton spinning companies held in Manchester on March 13th, and which was tentatively adopted on May 2nd at a joint meeting of the Provisional Emergency Cotton Committee and representatives of cotton operatives' organisations. A mass meeting of spinners, manufacturers, and operatives was held at the Albert Hall, Manchester, on May 17th, for the purpose of submitting the scheme to the whole trade. Sir Charles points out that there is no suggestion in this new effort which has not been dealt with successfully in the past, that the Cotton Advisory Board scheme suggest a means of promoting, most effectually, harmonious relationship between the two industrial factors, Capital and Labour, and that it can be applied equally to any other industry in the country.

The following is the draft scheme:—

(a) There shall be formed a Cotton Advisory Board, consisting of members representing the employers' interests and members representing the operatives' interests, with the following object, namely:—

1. To pass measures for the regulation of supply in accordance with the demand on the market.

2. To prevent the marketing of products at prices less than those which shall from time to time be determined by the board.

3. To compensate operatives and employers who shall be put to loss by reason of compliance with the board's instructions.

(b) The Board shall devise machinery to achieve the aforementioned objects.

(c) To give to the board the authority necessary to make its orders binding on every member of the trade, and to prevent any individual firm or person from acting according to its or his own wish or interest to the detriment of the trade as a whole, the operatives' representatives shall undertake to withdraw all the labour from the mill or mills of any such person or firm refusing to comply with the orders of the board. To bring this to pass in the most effective manner the board shall endeavour to arrange a compact between the Employers' Federations and the Operatives' Federations concerned, whereby the employers shall seek to get all their workpeople under control of the trade unions, and the operatives shall seek to serve in none but federated mills.

(d) All other matters of machinery, details of articles, etc., such as the appointment of officers, committees, staff, the fixing of the quorum, voting, remunerations, payments of expenses, of modifications or alterations of objects, rules, or methods, or of dissolution, to be determined by a selected committee for recommendation to the full committee.

Sixteen boat-women pleaded "guilty" at the Marine Magistracy, yesterday, before Commander C. W. Beckwith, R.N., to a charge of allowing their boats to lie in the Harbour Refuge at Causeway Bay without written permission from the Harbour Master. Their excuse was that they had gone into the Shelter at 9 a.m. on June 10th when the typtoon signal went up. When low water came their boats grounded and they could not move until the following day. The Magistrate dismissed the defendants with a warning.

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "DAILY BULLETIN."]

THE PRESIDENTIAL CRISIS AT PEKING.

SITUATION UNCHANGED.

PEKING, June 11th.

Demonstrations outside the President's residence occurred to-day, but the participants were quietened by the chiefs of police and gendarmeries.

The situation is practically unchanged since yesterday.

President Li Yuan-hung remains in office, and his opponents may now change their tactics. Apparently, it is thought by intimidating likely candidates for the Premiership to prevent a Cabinet being formed, thus rendering the President's position untenable.

Inasmuch as Tsao Kun and Wu Pei-fu are sending delegates to the President, it is expected that the position of these chiefs will be made clear in the immediate future.

Reuter's correspondent is reliably informed that Dr. W. W. Yen accepted the Premiership yesterday morning, but that later in the day he declined the post.

After a conversation, he agreed to consider the matter and give his final decision to-day.

PRESIDENT DETERMINED.

PEKING, June 11th.

Interviewed by a number of foreign correspondents, President Li Yuan-hung declared that he would not leave office unless Parliament elects his successor.

President Li Yuan-hung pointed out that the members of the Chih'i faction, who last year came on their bended knees and implored him to take over the administration, are now doing their utmost to drive him out.

President Li Yuan-hung stated that D. Wellington Koo, Dr. W. W. Yen and others are refusing to take up the formation of a Ministry owing to military duress.

President Li Yuan Hung says it is the aim of the militarists to block the formation of a Cabinet.

PRESIDENT APPEALS TO TSAO KUN AND WU PEI FU.

PEKING, June 11th.

President Li Yuan Hung, last evening, addressed an urgent telegram to Tsao Kun and Wu Pei Fu, and circulated its contents throughout the country, stating that he had endeavoured to retain Premier Chang Shou Tseng, but without success, and that he had requested others to form a Cabinet, but that they fear to do so.

President Li Yuan Hung points out that the present events are politically inspired, and obviously are attempts to oust him illegally from the Presidency.

President Li Yuan Hung tells Tsao Kun and Wu Pei Fu that they, as guardians of the State, cannot look on this state of affairs with indifference, and he adds that he awaits their reply.

SALARIES OF DIPLOMATS ABROAD.

PEKING, June 11th.

Lu Cheng Hsiang, on behalf of the Legations abroad, again wired to the Government saying that if their salaries are not paid they will all come to China in July.

GUERILLA LEADER SHOT.

PEKING, June 11th.

It is reported from Fukien that the guerilla leader, Huang Ping Fu, who had been fighting against Sun Chuan Fang, was taken on June 5th and shot, and that the other guerilla leaders were defeated.

Hence Sun Chuan Fang will be able to resume his march to the coast.

ENGLAND AND AMERICA.

THE SULGRAVE INSTITUTION'S REGRETS.

The Sulgrave Institution, which exists primarily to further good relations between Great Britain and the United States, expresses much concern in its annual report, published last month, over the present state of those relations.

According to the report, intercourse between the two countries "very distinctly seems to be on a less friendly basis than for the past eight or nine years." A number of reasons are assigned for "this ill-feeling"—differences of view concerning the settlement after the war, the activities of organizations striving to make illwill between Britain and America, and commercial rivalry.

The report complains of the class of news sent from America to British periodicals, but is especially severe on the American cinima films shown in England. The character of the bulk of them, it says, is un-American, they "tend to belittle and cause to be held in contempt American life, which, as it exists generally, is as sweet and wholesome as the home life of the people of any other country."

MACAO NOTES.

[FROM A CORRESPONDENT.]

THE WATER SHORTAGE.

I am informed that Col. Augusto Adriano Trigo has asked His Excellency Dr. Rodrigo Rodrigues, Governor of Macao, to permit him to relinquish his post as Director of Public Works, to enable him to devote his energies exclusively to the water works. The exceptionally long spell of drought has caused the majority of the springs in Macao to dry up, and the situation is so serious that Col. Trigo desires all possible time to endeavour to expedite the extensive operations commenced by him, on which a very large sum is to be expended.

MACAO HARBOUR WORKS.

Work is progressing satisfactorily on the Macao Harbour Works. The operations undertaken by the Government, on the Inner Harbour, are making great headway. The Netherlands Harbour Works Co. is displaying considerable activity and the end of this year should see the work well advanced. Macao residents are optimistic as to the success of the scheme and the eventual re-establishment of Macao as an ocean port. Property values have increased slightly during the past six months.

THE FIRE BRIGADE.

I had an opportunity of visiting the Fire Brigade Station and witnessing the brigade at drill, through the courtesy of Lieut. G. Conceicao, the Chief Superintendent. The engines are kept in excellent condition and are housed in perfect condition. The brigade is most active and turns out as fast as and works as well as the best in the largest cities. It is the opinion of those who have seen both, that Macao brigade is more efficient than any in Lisbon. Macao is to be congratulated, upon its brigade, which is certainly a credit to its Superintendent. Lieut. Conceicao tells me that a small block of Chinese houses in front of the station prevents the engines coming out quickly and he is anxious to draw the attention of the Authorities to this.

A LIBERAL ACTION.

The Macao Government is bringing an action against the newspaper *O Liberal* in respect of certain statements published in the paper a short time ago.

PERSONAL.

The departure of Lieut. H. Valdez for the Metropolis is keenly felt by his friends. Lieut. Valdez was ex-Senator for Macao in Lisbon and his return to Lisbon will enable him to use his influence on behalf of Macao with the Government in the capital.

WHAT GERMANY HAS PAID.

AN AMERICAN FINDING.

[FROM "NEW YORK TIMES."]

Mr. Charles H. Grasty gives the following authoritative figures of the payments actually made by Germany on the reparations account:—

TOTAL TO JANUARY 1ST, 1923.

	In Gold Marks. (About 4 to the dollar.)
Cash (payments under treaty)	1,905,265,095
Deliveries in kind (real value probably greater)	3,483,242,000
State properties (in ceded territories)	2,504,342,000
Restitutions (property found in Germany)	2,700,000,000
Allied expenses in Germany	1,266,650,000
Sequestrated property	4,000,000,000
Total	15,800,000,000
Deduct loans by Allies to Germany	390,000,000
Total in gold marks	15,410,000,000
Total in dollars (approximately)	$3,850,000,000

Mr. Grasty's analysis, based on a thorough study of statistics obtained from the Reparation Commission and other sources, shows that Germany's total payments up to January 1st, 1923, amounted to between fourteen and fifteen billion gold marks, or about $3,800,000,000. Out of this sum only about $1,200,000,000 was paid in cash and deliveries in kind. The remainder includes restitutions, which cannot properly be considered as reparations, as they consist of property taken by the Germany armies and since returned, and also sequestered property abroad, which includes the German holdings in this country, most of which will eventually be returned. It does not include, however, the valuation of the Sarre coal, nor any valuation for the German colonies.

These figures, published for the first time in this country, should put an end to the absurd claims of the Germans that they have already paid 100,000,000,000 gold marks, or about $20,000,000,000. Mr. Grasty points out that the indefiniteness of many of the valuations makes it possible to twist the figures into a good case for Germany or for the Allies. He has endeavoured to make allowances for the claims of both extremes, and his study is sure to interest every one who is seeking light on the Ruhr problem and its solution.

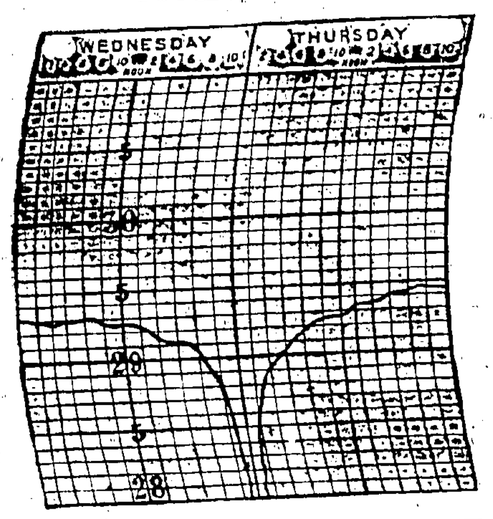
During 1922 the London County Council trams carried 726,000,000 passengers, an increase of 30,000,000 over the previous year.

BAROGRAPHS

(SELF RECORDING BAROMETERS).

By PASTORELLI & RAPKIN, LONDON.

GIVES WARNING OF APPROACHING TYPHOONS.



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c/o TRAFFIC BUREAU, DEPT. OF RAILWAYS, TOKYO.

Average Rates for Single Rooms (without Bath) including meals
Y. 10—13 in cities and some popular resorts.
Y. 8—10 in country districts.

IN JAPAN PROPER

Chuzenji (Nikko):—
Lakeside Hotel
Kamakura:—
Kaihin Hotel
Karuizawa:—
Mikasa Hotel
Mampei Hotel
Kobe:—
Oriental Hotel
Tor Hotel
Kyoto:—
Kyoto Hotel
Miyako Hotel
Matsushima:—
Park Hotel
Miyajima:—
Miyajima Hotel
Miyanoshita:—
Fujiya Hotel
Nagasaki:—
Japan Hotel
Nagoya:—
Nagoya Hotel
Nara:—
Nara Hotel
Nikko:—
Kanaya Hotel
Nikko Hotel
Omori:—
Omori Hotel
Osaka:—
Osaka Hotel
Shimonoseki:—
San-yo Hotel
Shizuoka:—
Daitokwan Hotel
Tokyo:—
Imperial Hotel
Tokyo Hotel
Tsukiji Seiyoken Hotel
Yokohama:—
Grand Hotel

IN TAIWAN (FORMOSA)

Taihoku:—Taiwan Railway Hotel

IN CHOSEN

Fusan:—
Fusan Station Hotel
Keijo (Seoul):—
Chosen Hotel
Shingishu:—
Shingishu Station Hotel

IN MANCHURIA

Changchun:—
Yamato Hotel
Dairen:—
Yamato Hotel
Hoshizaura:—
Yamato Hotel
Hoten (Mukden):—
Yamato Hotel
Ryojun (Port Arthur):—
Yamato Hotel

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DIVORCE COURT REPORTS.

RESTRICTIVE LEGISLATION ASKED FOR.

At the concluding session of the Lower House of the Convocation of Canterbury at Church House, Westminster, Prebendary F. Dormer-Pierce moved the following resolution: "That this House is of opinion that proper discretion has not always been exercised in recent years in publishing reports of divorce and other cases, and that, if the common law is not adequate to enable the Director of Public Prosecutions to take action when need arises, further legislation is required; and that copies of this resolution be sent to the Prime Minister, Lord Curzon, the Lord Chancellor, the Home Secretary."

This was a subject, he said, of urgent and paramount importance at the present time. The evil was increasing, and ought to be diminished. (Hear, hear.) It was not a new question, for on December 25th, 1895, Queen Victoria wrote to her then Lord Chancellor calling his attention to the scandalous character of reports in certain newspapers. The speaker continued: The instinct of Queen Victoria was right. Since 1859 the Press of England has grown to such an extent that it is practically impossible, even if it were desirable, to keep public newspapers out of the hands of a generation of boys and girls who claim almost complete liberty in regard to what they read. Also, since 1859 divorce has grown to such an extent that it is now perhaps the chief part of the work of the central judicature, and there are threats of extending it even to local courts. The unmitigated reporting of these cases in detail has, as I can testify from my own recent pastoral experience, a deplorable effect on the morals of young people.

Journalists themselves deplore the extent of this evil. Mr. T. A. Davis, the President of the National Union of Journalists, speaking at the annual meeting of that Union, said:

"I sincerely hope that Parliamentary action will soon be taken to check the prostitution of the British Press to sensationalism of the most degrading and mischievous kind. If not—and in this I find myself in complete agreement with Mr. Peaker, the President of the Institute of Journalists—I hope that the National Union will support any of its members who refuse to undertake tasks which are repellent to every man with a clean mind and who has a regard for the honour and integrity of his calling."

CENSORSHIP ABROAD.

There can, then, be no dispute that in some cases proper discretion has not always been exercised. The case for exercising some discretion seems irrefutable. It has been found necessary to establish some form of censorship in regard to both the theatre and the cinema. The printed word is quite as capable of harmful effects as the appeal to the eye. As a matter of fact, other countries, which possibly we might consider as having a lower ethical standard than our own, exercise a very rigid censorship in this matter. In France, by Article 239 of the Civil Code, publication in the Press of proceedings in actions for divorce is prohibited under penalty of a fine of from 100 to 2,000 francs.

In Germany the Court has power, which is usually made use of in matrimonial cases, to hear *in camera* if, in its opinion, harm may be done to public morality or to the commonwealth, and by section 184 (b) of the Criminal Code publication of proceedings heard *in camera* is prohibited.

In Italy the Court has power to try *in camera* all cases where publicity may be dangerous to public morals by reason of the nature of the case, and publication of any proceedings heard *in camera* is prohibited.

In the Netherlands all divorce and matrimonial cases are heard *in camera*, so that it is impossible to publish reports of proceedings in the Press.

In Norway divorce and matrimonial cases are heard *in camera*, and the Court has power, under paragraph 131 of the Bill of 1910, to prohibit publication.

In Spain all divorce and matrimonial cases cases are heard *in camera*.

In Sweden a fair report is permitted, but anything in the proceedings which is offensive to modesty may not be published unless the judge so orders.

In Switzerland in all cantons the Court has power to prevent the publication of cases which can cause any offence to public morals, and in several cantons all divorce cases are heard *in camera*.

In the United States public opinion, I am assured, would not tolerate the publication of such evidence as is often reported in England.

In Queensland, by the Matrimonial Causes Act, 1897, the Court has power to hear matrimonial cases in chambers and to forbid the publication of evidence.

In New Zealand, by section 65 of the Divorce and Matrimonial Causes Act, 1908, the Court may, if it thinks it proper in the interests of public morals, hear any matrimonial proceedings *in camera* and may forbid the publication of any report or account of the evidence and other proceedings therein, either as to the whole or any portion thereof.

SITUATION IN ENGLAND.

In England the only power to hear *in camera* is in the Childrens Act, 1908, and the Incest Act, 1908, and the only statute which has to deal with the publication of evidence is the Law of Libel Amendment Act, the third section of which is as follows: "A fair and accurate report in any newspaper of proceedings publicly heard before any court exercising judicial authority shall, if published contemporaneously with such proceedings, be privileged, provided that nothing in this section shall authorise the publication of any blasphemous or indecent matter." These safeguards are not adequate. (Hear, hear.)

This resolution seeks to put forward that the public good is a supreme test by which every question must be tried, and that if the good, especially of our young people, is likely to be seriously affected, every question for the complete liberty of the Press, which is very dear to Englishmen, to publish evidence in detail must be considered subordinate to this supreme test. (Hear, hear.)

There is little doubt that further legislation is urgently needed. It has been found impossible to remedy this evil by agreement with the Press. One newspaper standing out makes it impossible for the others not to report a case, even though the great majority of papers, as is shown in their evidence given before the Divorce Commission, agree in this matter.

Canon the Hon. J. G. Adderley seconded the resolution.

(Continued at foot of next column.)

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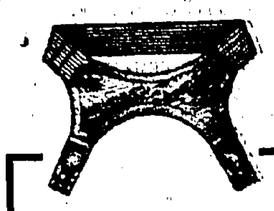

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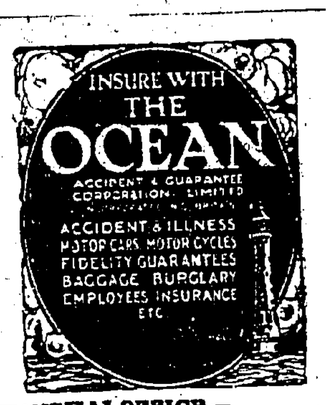

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LOST.—From 136, The Peak, Black and White FOX TERRIER PUPPY, Aged Six Months, Name "PETER." Telepone 148, THE PEAK. Reward will be Paid. [95

FOR SALE.—One MOTOR BOAT, 40 h.p Kermath Engine, Electrically equipped Length 30 Feet, Speed approximately 12 Miles per Hour. Can be seen on application to B. CHRISTIANSEN in Liquidation, SHAMEEN, CANTON. [94

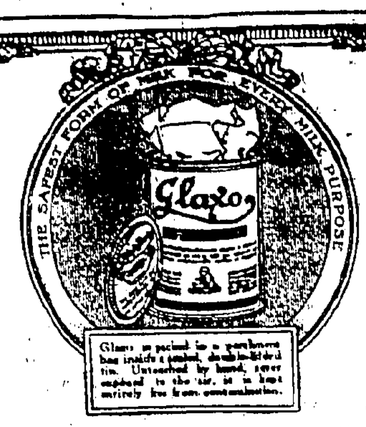
WANTED.—By End of June or July, Ten to Twelve Rooms, UNFURNISHED HOUSE with Tennis Court preferred. Apply, stating Location and Rental, to YAMABHITA KIREN KOGYO KAISHA. [93

BURGLAR ALARMS, $3 each. RAMSAY & Co., 10, Beaconsfield Arcade. 189

TO LET.—EUROPEAN FLATS in Lee Building, Wanchai Gap Road. Apply to 32, Kennedy Road. [86

Canon R. S. King said no one was prevented from committing a sin by the report of such sins in the paper, though people might on that account be prevented from coming to the Courts.

The resolution was carried unanimously.



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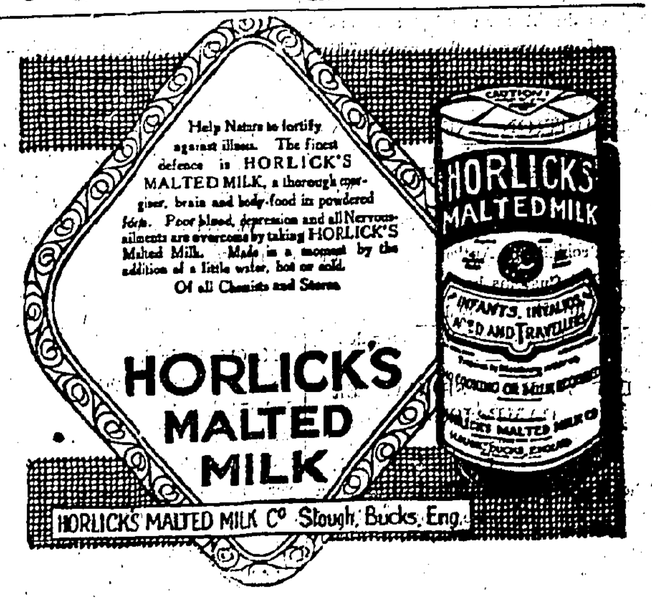

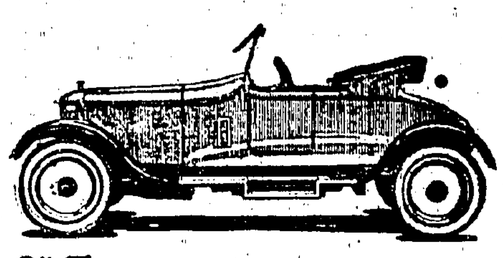

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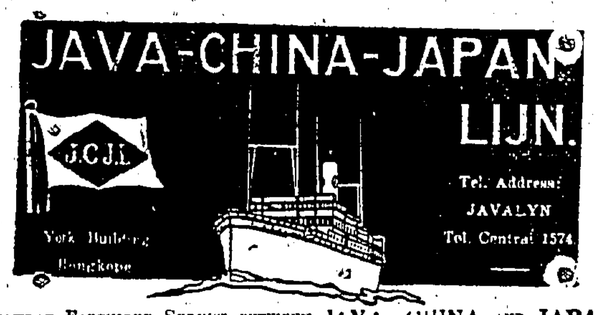

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TJILEBOET ...	JAVA	16th June	19th June	SHANGHAI & JAPAN
TJIKEMBANG	SHANGHAI	16th June	19th June	BATAVIA
TJIBODAS ...	—	—	25th June	BATAVIA

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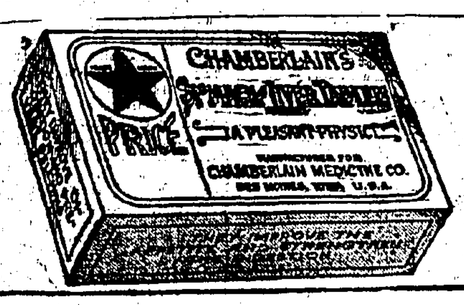

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THE SOCIALIST MENACE.

MR. CHURCHILL'S PLEA FOR POLITICAL UNION.

At a luncheon given in his honour on May 4th by the Aldwych Club at the Connaught Rooms Mr. Winston Churchill broke the silence which he has maintained in public since his defeat at the General Election and made an eloquent appeal for unity and comradeship "not only in the Liberal party, but over still wider circles of those agreed on the vital and fundamental issues," in face of the danger to the country threatened by Socialism and Communism. Sir William Berry presided.

Mr. Churchill, replying to the toast of his health, said there is one feature in which the present time differs from any I have known, or read of, in England. We see developing a great, vehement, deliberate attack upon the foundations of society, to which there is apparently scarcely any effective resistance. There have been attacks before, though never so serious, but there has always been a most vigorous resistance. The masses of the people have always had a chance to see clearly where their interests and liberties were menaced. They have always had guidance and leadership from men of outstanding reputation, supported by great parties animated by deep and enthusiastic convictions. What do we see to-day? On one side all quarrelling among themselves, sapping each other's credit, spreading discouragement and disunity among friends and confusion in the public mind. On the other, hard work, great enthusiasm, steady concentration, fierce conviction, ever-growing strength. The only important thing, we are told, is for an orthodox Liberals to excommunicate Mr. Lloyd George with theological ferocity, and for all true Conservatives to ostracise Lord Birkenhead with classic ruthlessness. (Laughter) The Die-Hards are harrying the Chamberlainites, the Wee Frees are biting the National Liberals, and both those bickerings are themselves, we are assured, only to be the preliminary to a stand-up fight between Conservatives and Liberals worthy of the good old times before the war.

WHAT SOCIALIST RULE MEANS.

I do not wish to be accused of exaggerating the consequences of a Socialist Government coming into power. I recognise that their party is developing, is adding new elements to its composition, and is growing in capacity and in responsibility. But do not be under any delusions about what Socialist rule means. It involves a vast and revolutionary change in our whole economic, financial, and industrial system, a change which, from its very first inception, must lead to an enormous increase of taxation, a fearful shrinking of credit and enterprise and a vast restriction both in production and in employment. It involves an enormous deprivation of that individual liberty on which we have always prided ourselves in this country. In every direction the State must interfere; in every detail of life and industry the officials of the State in the great public departments must be the arbiters.

The accession of the present Labour leaders to power involves a complete reversal of our foreign policy and decisive repudiation of the course we took in the Great War. The Socialist leaders have marshalled a regular library of arguments to prove that Germany was innocent, that France was guilty, and that Britain was duped. They will speak in the name of Britain and of the British Empire from this standpoint, and we shall have to endure this terrible breach with the heroic sacrifices of the past, even before the dead, who gave their lives at the call of duty, have been gathered into the cemeteries of France and Flanders.

There is no necessity or justification for such a betrayal. The only solution of European difficulties lies in a reconciliation between France and Germany. The only possible policy for Britain—and, I will add, for Italy—is to promote, and as far as we possibly can, to compel, that reconciliation. We must not allow any one particular phase of French policy to estrange us from the French nation. We must no turn our backs on our friends or on our past. There are two great practical objects to be held immediately and permanently in view; first, the fixing of a definite sum which Germany can pay, and the consequent re-establishment of her credit; secondly, the fixing of a definite zone or wide protective area through which no military forces could be led. (Cheers.)

The position of our country to-day is pre-eminent and precarious; there is no great country exposed to so many difficulties and risks. We have to safeguard and foster all those world-wide imperial interests which have been built up by the sacrifices, toils, and achievements of 300 years, and upon which our daily bread is strictly dependent. Our task is, therefore, one of extraordinary difficulty. How can we do it? How have we done it hitherto? Only by giving the masses of the people true leadership and guidance, only by spreading political education everywhere with energy and conviction, only by giving to the people a feeling of association with the conduct of affairs, the feeling that they own the Government and are responsible for the conduct of the national fortunes and the custody of the national inheritance. (Cheers.)

It is easy to denounce or deride the capitalist system and to point to its many inequalities and imperfections. But the capitalist system, armed with science, has enabled us to organise and develop our industries and our trade in such a manner that at least twenty million people have been brought into existence in this island more than the island could itself feed and keep alive even on the lowest level. We are not like any of the great Continental countries which can support their populations, or are self-contained. We are perched with all our lives and interests upon a dizzy platform towering high into the air, commanding magnificent prospects, but artificial, balanced, rocking, precarious beyond description or comparison. Without our credit, dependent upon our massed capital and strict financial methods, without our world-wide trading connections dependent upon sanctity of contract, without our free and unhampered individual enterprise, it would not be possible to keep alive and buy the food for nearly one-half of the British nation.

DANGERS ACTUAL, SUBSTANTIAL.

If this system were deranged, ruptured, or shattered there are no limits to the catastrophe into which we should be plunged, and from which recovery might be impossible. I do not think a revolution would come at one step in this country, but changes of so violent a character might be made that they would damage its prosperity and economic machinery, and them from the resulting confusion and misery there might be one of those commotions which at other times and in other lands have destroyed every vestige of civilisation. That is the danger I fear.

These dangers are not visionary. They are actual and substantial. They are certainly approaching. They are not perhaps far distant. The present Government is using up very rapidly the prestige of Conservatism. I am astonished to see the rate at which their credit has declined. I would not have believed it possible that in six months a new Conservative administration could have lost so much public esteem. I fear that in two years or less the Government may collapse, and those who succeed may find it impossible in the hostile atmosphere prevailing to get their Minister re-elected. They would then be forced to make a fresh appeal to the country. Then it might be said on every side that the Coalition has been tried and was unpopular. "The Tories have been tried and failed. The Liberals are still quarrelling. Now it is the chance of Labour. Let them have their chance." Millions of voters would respond to that argument, and without any political contest a Socialist Government might be installed in power and have all the affairs of this great country and Empire at its disposal for a number of years. That is a very grave responsibility. The public men who took part in the War Administrations have a responsibility for securing continuity and stability in British policy, far greater than that borne by the public men of any other time. On their advice and appeal the peoples of the Empire sacrificed all that was dearest and best, poured out their blood and treasure, and by indescribable sufferings and labours had steadfastly and valiantly won their way to complete victory. If, through faction, superficial quarrels, levity, exhaustion, or lack of continuous purpose, they were to let the nation drift into a great failure, a cruel stultification, or to feel that all their efforts were a mistake, and all they had fought for had turned to dust and ashes, they would break the best and truest hearts that beat for Britain in any part of the wide Dominion of the Crown.

I know how difficult in the present confusion it is for public men to reconcile often divergent loyalties to friends, to party or to the country. Nevertheless, there ought to be an underlying sense of unity and comradeship, not only in the Liberal party, but over still wider circles of those agreed on the vital and fundamental issues. There ought to be a care for the State and for the national cause superior to this or that man, or group, or party, so that our ship of British fortunes which has survived so many storms shall come safely into harbour, and not after all be cast shamefully away.

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SAILINGS SUBJECT TO ALTERATION.

SANDAKAN	"MAUSANG"	...Wednesday,	13th June, Noon.
HAIPHONG via HOIHOW ...	"LEESANG"	...Friday,	15th June, 8 a.m.
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG"	...Friday,	15th June, Noon.
MANILA	"YUENSANG"	...Friday,	15th June 3 p.m
TIENTSIN via CHEFOO	"CHEONGSHING"	...Saturday,	16th June, Noon.
KOBE via SHANGHAI...	"KUTSANG"	...Saturday,	16th June, Noon.
NEWCHWANG via SWATOW & SHANGHAI	"FOOSHING"	...Sunday,	17th June, Noon.
STRAITS & CALCUTTA	"LAISANG"	...Monday,	18th June, 3 p.m.
TSINGTAU via SWATOW & SHANGHAI	"WOSANG"	...Tuesday,	19th June, Noon.
BANGKOK via SWATOW ...	"HOPSANG"	...Tuesday,	19th June, Noon.
SHANGHAI via SWATOW... ...	"TAISANG"	...Friday,	22nd June, Noon.
SHANGHAI via SWATOW ...	"YATSHING"	...Sunday,	23rd June, 10 a.m.
KOBE via SHANGHAI & MOJI...	"NAMSANG"	...Saturday,	23rd June, Noon.
STRAITS & CALCUTTA	"FOOKSANG"	...Saturday,	23rd June, 3 p.m.

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All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

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"CARNARVONSHIRE"	30th June.	"GLENAPP"		1st July, Genoa, London, Rotterdam and Hamburg.
"GLENBEG"	16th July.	"GLENIFFER"		8th August, Genoa, London, Rotterdam and Hamburg.
"GLENSANDA"	30th July.			

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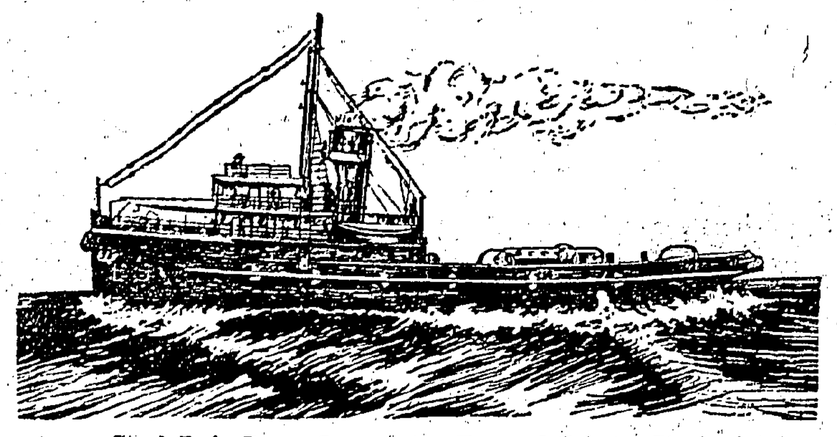

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SHIPPING NEWS

ARRIVALS.

June 11th.

Amur Maru, Japanese str., 4,823 tons, Capt. S. Arai, from Shanghai, with a general cargo.—O.S.K.

Egremont Castle, British str., 3,342 tons, Capt. J. Cann, from New York and Manila, with a general cargo.—Dodwell & Co.

Selvia, British str., 1,421 tons, Capt. D. Thomas, from Singapore, with a general cargo.—Kwan Sang.

Taisoeun, Chinese str., 402 tons, Capt. Ch'n Chou, from K. C. Wan, with a general cargo.

June 12th.

Aizawa Maru, Japanese str., from Canton.

Arafura, British str., 5,597 tons, Capt. A. S. Gordon, from Melbourne *viâ* Ports, with a general cargo.—Mackinnon, Mackenzie & Co.

Emil Kirdorf, German str., 5,665 tons, Capt. Zobel, from Hamburg, with a general cargo.—Reuter Brockelmann & Co.

Fagan, Norwegian str., 1,102 tons, Capt. Nil. Hjorth, from Bangkok, with a general cargo.—Thoresen & Co.

Glenaffaric, British str., 6,021 tons, Capt. H. S. Henderson, from Singapore, with a general cargo.—J.M. & Co.

Hongwan, American str., 4,826 tons, Capt. G. J. Lumander, from Cebu, with a general cargo.—Arnhold Bros.

Kassu, British str., from Canton.

King Fuh, British str., 1,546 tons, Capt. E. P. Partridge, from Bangkok, with a general cargo.—B. & S.

Kogyo Maru, Japanese str., 1,306 tons, Capt. R. Subata, from Darien, with coal.—M.B.K.

La Jose Maru, Japanese str., 1517 tons, Capt. T. Yasakawa, from Shanghai, with a general cargo.—N.Y.K.

Mito Maru, Japanese str., 7,061 tons, Capt. Y. Arakida, from Singapore, with a general cargo.—N.Y.K.

Oudekerk, Dutch str., 1,011 tons, Capt. J. H. H. Gunter Mohr, from Shanghai, with a general cargo.—J.C.J.L.

President Pierce, American str., 8,309 tons, Capt. H. L. Jones, from San Francisco, with a general cargo.—Pacific Mail S.S. Co.

Purpara, British str., 2,729 tons, Capt. H. C. Roberts, from Balik Papan, with oil.—Asiatic Petroleum Co.

Sardonia, British str., 4,196 tons, Capt. F. G. Cadiz, D.S.C., from Shanghai, with a general cargo.—Mackinnon, Mackenzie & Co.

Shun Dah, British str., 1,775 tons, Capt. J. W. Bell, from Chinwangtao, with coal.—Dodwell & Co.

Tacoma, British str., 1,052 tons, Capt. P. W. Trott, from San Francisco, with oil.—Standard Oil Co.

Thales, British str., 4,294 tons, Capt. D. F. Williams, from Manila with a general cargo.—B. & S.

Trader, British str., 1,771 tons, Capt. J. N. Andreasen, from Singapore, with a general cargo.—B. & S.

CLEARANCES.

June 11th.

Aconcagua Maru, for Keelung.
Hanover, for Iloilo.
Kiangya, for Swatow.
King On, for Canton.
Sekine Maru, for Canton.

June 12th.

Arafura, for Moji.
Cheong Shang, for Canton.
Dashtestan, for Saigon.
Emil Kirdorf, for Shanghai.
Foochang, for Canton.
Haifuang, for Swatow.
Kwai Sang, for Swatow.
Phra Nang, for Hoihow.
Sardonia, for Singapore.
Seang Bee, for Amoy.
Tean, for Manila.
Tjemanok, for Billiton.
Toscana, for Shanghai.
Tsukuba Maru, for Keelung.
Van Outshoorn, for Pakhoi.
Yan On, for K. C. Wan.

PASSENGERS.

ARRIVALS.

Per s.s. *Emil Kirdorf*, on June 12th,—for Hongkong:—Mr. Jan Pieter v. d. Koog, Miss Gertrud Fetköter, Miss Leonie Fetköter, Mr. Teodor Rohn, Mr. Paul Gröbe, Mr. Jacob Acvasier, Rev. I. S. C. Adams.

Per E. & A. s.s. *Arafura*, from Australia, June 12th:—Mr. R. N. Johnson, Mrs. R. Slessor, Mr. R. Slessor, jr., Miss M. Slessor, Mr. and Mrs. S. H. Belcher, Mrs. E. M. Gyles, Mr. S. W. Dowling, Mr. and Mrs. G. C. Jones, Mr. and Mrs. Chas. E. Bacon, Dr. L. W. Smith, Mr. A. Hirzel, Mr. and Mrs. E. D. Gothwaite.

SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Kawachi Maru* (South American line) left Kobe for Hongkong *viâ* ports on June 11th, and is expected here on June 18th.

VESSELS EXPECTED.

Angkor (M.M.), due July 3rd.
Autolycus (Blue Funnel), due July 4th.
Bendoran (Ben Line), due June 17th.
Benvinues (Ben Line), due June 19th.
Bertram Rickmers, due June 18th.
Delagoa Maru (N.Y.K.), due June 15th.
Empress of Australia, due June 20th.
Hakodate Maru (N.Y.K.), due June 27th.
Helenus (Blue Funnel), due June 22nd.
Hyson (Blue Funnel), due August 1st.
Kashima Maru (N.Y.K.), due June 18th.
Laomedon (Blue Funnel), due July 6th.
Malwa (P. & O.), due June 15th, 7 a.m.
Moji Maru (N.Y.K.), due June 24th.
Perthos (M.M.), due June 19th.
Rhexenor (Blue Funnel), due June 27th.
Sado Maru (N.Y.K.), due June 15th.
Sicilia (P. & O.), due June 15th, 6 p.m.
Yokohama Maru (N.Y.K.), due June 21st.
Yoshino Maru (N.Y.K.), due June 20th.

WEATHER REPORT.

June 11th at 13.30.—Local signal No. 1 lowered.

June 12th at 12.15—Warning to Hongkong, Coast Ports, &c.:—Typhoon forming within 60 miles of Lat. 23 deg. N. Long. 123 deg E.

June 12th at 12.12.—Pressure has increased moderately at Ishigakijima, and slightly from Formosa to Tongking and Luzon. It has increased slightly over Japan.

A feeble anticyclone lies to the east of the Bonins and a depression is shown over Tongking.

There are indications of a typhoon forming between Ishigakijima and Formosa.

Hongkong rainfall for the 24 hours ending at 10 a.m., 12th June, 0.00 inch. Total since January 1st, 16.69 inches, against an average of 29.43 inches.

The forecast for the 24 hours ending at noon, 13th June, is as follows:—

District	Forecast
Hongkong to Gap Rock	N.W. winds, light to moderate; rain at first, improving later.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 12th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.63	29.62	29.59
Temperature	82	79	77
Humidity	78	89	93
Wind Direction	E	E	E
" Force	3	1	3
Weather	0	9	9 or
Rain	0.02	0.00	0.59

Highest open-air Temperature on 11th .. 84
Lowest open-air Temperature on 12th ... 77

HONGKONG TIDE TABLE

From June 13th to 16th, 1923.

Days of Week.	Days of Month.	High Water. H'kong Standard Time.	Height.	Low Water. H'kong Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Wed.	13	m 8 12	6 8	m 2 1	2 7
		9 33 a	4 4	3 27 a	1 2
Thur.	14	m 8 37	7 1	m 2 31	2 8
		10 16 a	4 3	4 2 a	0 9
Fri	15	m 9 5	7 3	m 3 0	2 9
		11 1 a	4 2	4 39 a	0 7
Satur	16	m 9 37	7 4	m 3 28	3 0
		11 49 a	4 1	5 18 a	0 6
Sun	17	m 10 13	7 4	m 3 57	3 0
				6 1 a	0 6
Mon	18	m 0 40	4 1	m 4 30	3 2
		m 10 54	7 2	6 49 a	0 8
Tue	19	m 1 35	4 1	m 5 12	3 3
		m 11 44 a	6 9	7 41 a	1 0

VESSELS ADVERTISED AS LOADING

Destination	Vessel's Name	Flag	For Freight Apply to	To be Despatched
NEW YORK & PANAMA	Genoa Maru	Jap.	Nippon Yusen Kaisha	On beginning July
NEW YORK & BOSTON	Gaelic Prince	Brit.	Prince Line	About 21st June
BOSTON & NEW YORK via SUEZ	City of Pittsbury	Brit.	The Bank Line, Limited	On 15th June
SAN FRANCISCO, &c.	Jacob	Am.	Struthers & Barry	On 29th June
VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c.	Empress Russia	Brit.	Canadian Pacific O. S. Ltd.	About 14th June
VICTORIA & VANCOUVER via J. PORTS.	Yokohama Maru	Jap.	Nippon Yusen Kaisha	On 25th June
VICTORIA, SEATTLE & VANCOUVER	Alabama Maru	Jap.	Osaka Shosen Kaisha	On 14th June
VICTORIA, SEATTLE & TACOMA	Pallocetes	Brit.	Butterfield & Swire	On 3rd July
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Empress Australia	Brit	Canadian Pacific O. S. Ltd.	On 29th June
VANCOUVER via SHANGHAI & JAPAN, &c.	Sardinia	Brit.	P. & O. S. N. Co.	On 13th June, 11 a.m.
MARSEILLES, LONDON & ANTWERP	Angers	Fren.	Messageries Maritimes	On 25th June
MARSEILLES, &c.	Chili	Fren.	Messageries Maritimes	On 9th July
MARSEILLES, &c.	Porthos	Fren.	Messageries Maritimes	On 23rd July
MARSEILLES, &c.	Kamo Maru	Jap.	Nippon Yusen Kaisha	On 20th June
MARSEILLES, L'DON, ANTWERP via SINGAPORE, &c.	City of Corinth	Brit.	The Bank Line, Ltd.	On 30th June
MARSEILLES, LONDON, ANTWERP & HAMBURG	Phemius	Brit.	Butterfield & Swire	On 20th June
MARSEILLES, GENOA, LIVERPOOL & GLASGOW	Alcestus	Brit.	Butterfield & Swire	On 18th June
LONDON, ROTTERDAM & HAMBURG	Amur Maru	Jap.	Osaka Shosen Kaisha	On 13th June
LONDON, HUMBURG, ROTTERDAM & ANTWERP	Glenapp	Brit.	Jardine, Matheson & Co., Ltd	On 1st July
GENOA, LONDON, ROTTERDAM & HAMBURG	Oldekerk	Dut.	Java-China-Japan-Lijn	On 15th July
ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN	Emil Kirdorf	Ger.	Reuter Brockelmann & Co.	About mid. of July
ANTWERP, ROTTERDAM & HAMBURG	C. Magen	Fren.	Messageries Maritimes	About 27th June
HAVRE, ANTWERP & DUNKIRK	Lt. de Missiessy	Fren.	Messageries Maritimes	About mid. July
HAVRE, ANTWERP & DUNKIRK	Morioka Maru	Jap.	Nippon Yusen Kaisha	On
BOMBAY via SINGAPORE, COLOMBO	Laisang	Brit.	P. & O. S. N. & A. L.	On 18th June, 3 p.m.
STRAITS & CALCUTTA	Jaypore	Brit.	Java-China-Japan-Lijn	On 16th June, Noon
SINGAPORE, PENANG, COLOMBO & BOMBAY	Van Overstraten	Dut.	Dodwell & Co., Ltd.	On 21st June
SINGAPORE & BELAWAN-DELI	Fiume-L	Brit.	Butterfield & Swire	On 4th July
BRINDISI, VENICE & TRIESTE	Chinhua	Brit.	Yamashita Kisen Kaisha	On 14th June, 11 a.m.
PAKHOI & HAIPHONG	Saian Maru	Jap.	Yamashita Kisen Kaisha	About 14th June
HAIPHONG via HAIHOW & PAKHOI	Taikwa Maru	Jap.	Jardine, Matheson & Co., Ltd.	About 14th June
KEELUNG via SWATOW & AMOY	Mausang	Brit.	Nippon Yusen Kaisha	On 13th June, Noon
SANDAKAN	Tango Maru	Jap	P. & O.-B. I. & A. L.	On 27th June
AUSTRALIAN PORTS via MANILA	Arafura	Brit.	Butterfield & Swire	On 7th July
AUSTRALIAN PORTS	Changsha	Brit.	Jardine, Matheson & Co., Ltd.	On
AUSTRALIAN PORTS	Foosling	Brit.	Nippon Yusen Kaisha	On 17th June, Noon
SHANGHAI via SWATOW	Kashima Maru	Jap.	P. & O.-B. I. & A. L.	On 19th June
SHANGHAI, KOBE & YOKOHAMA	Arafura	Brit.	Butterfield & Swire	On 13th June, Noon.
MOJI, KOBE & YOKOHAMA	Shantung	Brit.	Dodwell & Co., Ltd.	On 16th June, 4 p.m.
SHANGHAI & TSINGTAO	Duchessa D'Aosta	Ital.	Java-China-Japan Lijn	About beginning of July
SHANGHAI, YOKOHAMA & KOBE	Tjileboet	Dut.	Osaka Shosen Kaisha	About 19th June
SHANGHAI & JAPAN	Argun Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 1st July
JAPAN PORTS	Cheongshing	Brit.	Java-China-Japan Lijn	On 16th June, Noon
TIENTSIN	Tjikembang	Dut.	Osaka Shosen Kaisha	About 19th June
BATAVIA	Malay Maru	Jap.	Osaka Shosen Kaisha	On 7th July
CALCUTTA, SINGAPORE & RANGOON	Hopsang	Brit.	Jardine, Matheson & Co., Ltd.	On 19th June, Noon
BANGKOK via SWATOW	Kwangchow	Brit.	Butterfield & Swire	On 19th June, Noon
SWATOW & BANGKOK	Haiching	Brit.	Douglas Lapraik & Co.	On 15th June, 1 p.m.
SWATOW, AMOY & FOOCHOW	Haihoug	Brit.	Douglas Lapraik & Co.	On 19th June, 1 p.m.
SWATOW, AMOY & FOOCHOW	Yuen-sang	Brit.	Jardine, Matheson & Co., Ltd.	On 15th June, 3 p.m.
MANILA	West Ivan	Am.	Struthers & Barry	On 13th June
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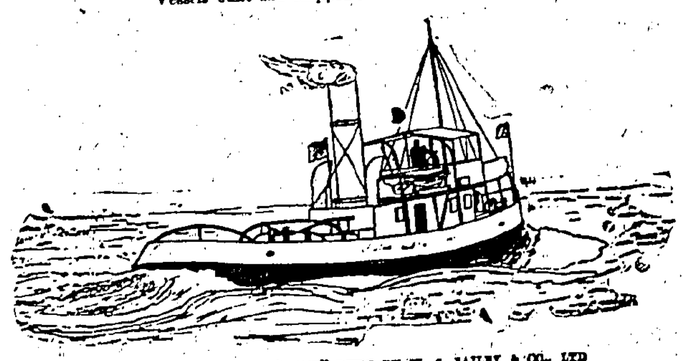
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"JEYPORE"	6,318	16th June, Noon	S'pore., Penang, Colombo & Bombay
"DELTA"	8,097	27th June	Bombay, Mars., L'don. & Antwerp
"SICILIA"	6,813	28th June	S'pore., Penang, Colombo & Bombay
"MALWA"	10,341	11th July.	Bombay, Mars., L'don. & Antwerp
"KIDDERPORE"	5,334	15th July	Singapore, Colombo & Bombay.
"DEVANHA"	8,092	25th July	Marseilles, London & Antwerp.
"SOUDAN"	6,696	30th July	S'pore., Penang, Colombo & Bombay
"KHIVA"	9,017	8th Aug.	Bombay, Mars., L'don. & Antwerp
"KASHMIR"	8,841	22nd Aug.	Marseilles, London & Antwerp.
"SICILIA"	6,813	24th Aug.	S'pore., Penang, Colombo & Bombay.
"MACEDONIA"	10,512	7th Sept.	Bombay, Mars., L'don. & Antwerp
"DONGOLA"	8,066	21st Sept.	Marseilles, London & Antwerp
"MANTUA"	10,862	5th Oct.	Bombay, Mars., L'don. & Antwerp
"KARMALA"	9,098	19th Oct.	Marseilles, London & Antwerp.

BRITISH INDIA - APCAR SAILINGS

"JANUS"	4,894	14th June	Calcutta via Singapore & Penang
"JAPAN"	6,052	24th June	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	7th July	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Cana

SAILING TO SHANGHAI & JAPAN

"ARAFURA"	6,000	13th June, Noon	Moji, Kobe & Yokohama.
"MALWA"	10,941	16th June, D.L.	Shanghai only.
"SICILIA"	6,813	16th June, Noon	Shanghai only.
"TANDA"	7,000	19th June	Japan via Amoy.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents. [1

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "GAELIC PRINCE" ... ... on or about 21st June, 1923.
S.S. "ROMAN PRINCE" ... ... on or about 1st July, 1923.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,
(Incorporated in Great Britain)
Telephone: Central 3165
Telegrams (Furnprince)
St. George's Building [21

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore Colombo, Suez and Port Said
"AMUR MARU" ... ... Wednesday, 13th June
RIO DE JANEIRO, SANTOS, & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown—Passenger Service.
"SEATTLE MARU ... ... Monday, 9th July
BOMBAY—fortnightly service via Singapore and Colombo.
"ANDES MARU" ... ... Thursday, 21st June
"BURMA MARU" ... ... Friday, 6th July
SAIGON, BANGKOK, SINGAPORE & DELI—Regular monthly Passenger Service.
"BUSHO MARU" ... ... Monday, 2nd July
CALCUTTA—Monthly Service via Singapore and Rangoon.
"MALAY MARU" ... ... Saturday, 7th July
VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports.—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.
"ALABAMA MARU" ... ... Thursday, 14th June
NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—Panama and Cuban Ports.
"HAMBURG MARU" ... ... Saturday, 7th July
JAPAN PORTS—Shanghai, Dairen, Kobe & Yokohama
"ARGUN MARU" ... ... Sunday, 1st July
KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passenger.
"AMAKUSA MARU" ... ... Sunday, 17th June, Noon
"KAIJO MARU" ... ... Sunday, 24th June, Noon
TAKAO via SWATOW & AMOY.
"SOSHU MARU" ... ... Thursday, 21st June, 10 a.m.

For sailing dates and further particulars please apply to:
Tel. Central No. 4090. K. SHIMA, Manager. [9

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Port.	Steamer.	Date of Departure.
AMOY & SHANGHAI ... ... —	"KANSU" ...	On 13th June, 4 p.m.
PAKHOI & HAIPHONG	"CHINHUA" ...	On 14th June, 11 a.m.
SWATOW & SHANGHAI ... ... —	"SUIYANG" ...	On 14th June, Noon.
SWATOW, AMOY & SHANGHAI ...	"KIUNGCHOW"	On 14th June, 4 p.m.
CHEFOO & NEWCHWANG ... —	"WUHU" ...	On 14th June, 4 p.m.
SHANGHAI & TSINGTAO	"SHANTUNG" —	On 16th June, 4 p.m.
SWATOW & SINGAPORE ... —	"KINGYUAN" ...	On 17th June Noon.
SWATOW, SHANGHAI & PUKOW —	"KANCHOW" ...	On 17th June Noon.
AMOY & SHANGHAI	"SZECHUEN" ...	On 19th June, D.L.
SWATOW & BANGKOK ... —	"KWANGCHOW"	On 19th June, Noon.
MANILA	"TAMING" ...	On 19th June, 4 p.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class Steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE
TELEPHONE CENTRAL 33. (JOHN SWIRE & SONS, LTD.)
Agents
CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) [4

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

SAILING SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, & Aus. Ports.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE
Telephone Central No. 36. (JOHN SWIRE & SONS, LD.) Agents

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

S.S. "Jacox" ... ... Due Hongkong 15th June
Leave Hongkong 17th June.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, CEBU, ILOILO AND ZAMBOANGA.

U.S.S.B. "West Sequana" ... ... Due Hongkong 28th June.
Leave Hongkong 29th June.

TO MANILA AND SINGAPORE.

U.S.S.B. "West Ivan" ... ... Due Hongkong 12th June
Leave Hongkong 13th June.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES. INDO-CHINA-STRAITS & JAVA.
1st Floor, Queen's Building, Phone Central No. 3008.
U. P. BRADFORD, Res. Agent. [22

DODWELL & CO., LIMITED

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

s.s. "WRAY CASTLE" ... ... sailing on or about 10th July.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS

FIUME having been re-opened for traffic, cargo is also accepted, for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

FOR BRINDISI, VENICE & TRIESTE

s.s. "FIUME-L" ... ... sailing on or about 4th July.
s.s. "DUCHESSA D'AOSTA" ... sailing beginning of August.

FOR SHANGHAI, YOKOHAMA & KOBE.

s.s. "DUCHESSA D'AOSTA" ... sailing on or about 5th July.

Passengers Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LIMITED,
6 Agents.

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Shanghai	*Shantung* ...	14th June.
Shanghai	*Tientsin* ...	14th June.
Shanghai	*Chenpiu* ...	14th June
Bombay	*Sado Maru* ...	15th June
Europe via Suez (Letters & Papers London, 17th May, & Parcels 9th May.)	*Malwa*	15th June.
Straits	*Sicilia*	15th June
Straits	*Dilnyot Maru* ...	15th June.
Straits	*Suwa Maru* ...	16th June
U.S.A., Japan & Shanghai	*Pres. Jefferson* ...	16th June.
Manila	*Pres. Jackson* ...	16th June.
Straits	*Kashima Maru* ...	18th June.
Japan	*Kamachi Maru* ...	18th June.

OUTWARD MAILS.

For	Per	Days.	
Shanghai	*Troilus* ...	Wednesday, 13th,	8.00 A M
Straits, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Aden, Egypt & EUROPE MARSEILLES—due Marseilles, 17th July.	*Sardinia* ...	Registration Letters...	9.00 A M 9.00 A M
Formosa	*Tegon Maru*		10.30 A M
Haiphong	*Onderkerk*		10.30 A M
Swatow	*Kwangtung* ...		10.30 A M
Japan	*Mausang* ...		11.00 A M
Samshan	*Anchises* ...		2.30 P M
Amoy	*Kinau* ...		5.00 P M
Haiphong and Haiphong	*Lensang* ...		5.00 P M
Amoy	*Seang Bee* ...		
Shanghai, Japan, Canada, U.S.A., Central & South America, & EUROPE via VANCOUVER, B.C. —due Vancouver, 2nd July ...	*Empr. of Russia*	Parcels Thursday, 14th, Registration Letters	5.00 P M 9.15 A M 10.00 A M
Pakhoi and Haiphong	*Chenhua* ...		9.30 A M
Japan	*Yoshino Maru* ...		9.30 A M
Manila and *San Francisco due San Francisco 16th July	*Shinyo Maru* ...		10.00 A M
Amoy	*Kiangchow* ...		2.30 P M
Shanghai	*Tjitarum* ...		2.30 P M
Saigon	*Telemachus*		3.30 P M
Swatow	*Hydrangea*		3.30 P M
Swatow, Amoy and Foochow	*Haching* ...	Friday, 15th,	Noon
Manila	*Yuensang* ...		2.00 P M
Manila	*Philadelphia* ...		5.00 P M
Shanghai	*Malwa* ...		5. 0 P M
Shanghai	*Sicilia* ...	Saturday, 16th,	10.30 A M
Swatow, Amoy and Formosa	*Anakusa Maru* ...	Sunday, 17th,	9.00 A M
Straits, Egypt & *EUROPE via LONDON due London about 23rd July	*Adrastus* ...	Monday, 18th,	2.00 P M
Manila	*Pres. Jefferson*		3.30 P M
Shanghai, Japan, Canada, U.S.A., Central and South America and *EUROPE via VICTORIA, B.C.— due Victoria, B.C., 7th July. Ships sails 19th inst., 10. a.m. ...	*Pres. Jackson* ...	Parcels ... Registration Letters	noon 5.00 P M 5.00 P M

* Correspondence bearing vessel's name ...

COMMERCIAL

OPENING QUOTATIONS

12th June, 1922

On London.—	
Telegraphic Transfer —	2/3½
Bank Bill, on demand —	2/3 9/16
Bank Bill, at 30 days' sight —	
Banks Bills, at 4 months' sight	2/3½
Credits, at 4 months' sight —	2/4 3/16
Documentary Bills, 4 months' sight — — —	2/4 5/16
On Paris.—	
Bank Bills, on demand —	820
Credits, 4 months' sight ...	870
On New York.—	
Bank Bills, on demand —	53½
Credits, at 30 days' sight —	54⅛
On Bombay—	
Telegraphic Transfer —	171
Bank Bills, on demand —	
On Calcutta—	
Telegraphic Transfer —	171
Bank Bills, on demand ...	
On Shanghai.—	
Bank Bills, at sight —	nom.
Private, 30 days' sight —	
On Yokohama.—On demand —	108
On Manila.—On demand —	105
On Singapore.—On demand —	98
On Batavia —On demand —	137
On Haiphong.—On demand—	nom.
On Saigon.—On demand —	
On Bangkok.—On demand —	80⅞
Sovereign, Bank's Buying rate —	$ 8.49
Gold Leaf, 100 fine, per tael —	47.40
Bar Silver, per oz. — — ...	31 1/2 16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorised Capital $50,000,000
Paid-up Capital $20,000,000
Reserve Funds:—
Sterling — £4,500,000
Silver $24,500,000
Reserve Liability of Proprietors $20,000,000

Court of Directors:

A. O. Lang, Esq.—Chairman.
D. G. M. Bernard, Esq.—Deputy Chairman.
A. H. Compton, Esq. — W. L. Pattenden, Esq.
G. M. Dodwell, Esq. — J. A. Plummer, Esq.
G. T. M. Edkins, Esq. — H. P. White, Esq.
Hon. Mr. E. V. D. Parr.

Chief Manager:
Hon. Mr. A. G. Stephen.

Acting Manager: Hongkong—
J. McArthur, Esq.
Manager: Shanghai—G. H Stitt, Esq.

London Bankers:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 1st May, 1923. [27

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the Hongkong & Shanghai Banking Corporation,
A. G. STEPHEN,
Chief Manager.

Hongkong, 14th November, 1922. [28

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853
Head Office—London.

Paid-up Capital — — — — £3,000,000
Reserve Fund — — — — £3,800,000
Reserve Liability of Proprietors — £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, May 8th, 1923. [31

THE MERCANTILE BANK OF INDIA, Limited.

Head Office:
15, Greenchurch Street, London, E.C. 3.

Authorised Capital — — £3,000,000
Subscribed Capital — — £1,800,000
Paid-up Capital — — £1,050,000
Reserve Fund — — £1,200,000

BANKERS:
The Bank of England,
The London Joint City & Midland Bank, Ltd.

BRANCHES:

Bangkok	Hongkong	Kuala Lumpur
Bombay	Howrah	Madras
Calcutta	Kandy	New York
Colombo	Karachi	Penang
Delhi	Kota Bhara	Port Louis (Mauritius)
Galle		
Rangoon		
Shanghai		
Simla		
Singapore		

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Manager.

7, Queen's Road Central,
Hongkong, May 31st, 1923. [30

THE CHINESE MERCHANTS BANK, LTD.

華商銀行有限公司

HEAD OFFICE
Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted.

Loans granted on approved securities

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department;

K. C. LAU,
Chief Manager.

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NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

Established 1824.

A. Capital —	F. 100,000,000	$81,122,233
Paid-up Capital	F. 46,000,000	$36,364,666
Reserve Fund	F. 19,445,200	$1,620,433
Special Reserve	F. 23,460,000	$1,888,233

Head Office:—Amsterdam.

Branches at
The Hague:—Rotterdam.
Head Agency:—Batavia.

—BRANCHES:—

Bandjermasin	Macassar	Shanghai
Bandoeng	Medan	Singapore
Bombay	Padang	Soerabaia
Calcutta	Palembang	Soerakarta
Cheribon	Pekalongan	(Sole)
Djember	Penang	Tegal
Djakjakarta	Pontianak	Tjilatjap
Kobe	Rangoon	Welterreden
Kota-Radja	Samarang	

Correspondence at Colombo, Madras Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers:—The National Provincial and Union Bank of England, Limited.

The Bank buys and sells and receives for collection Bills of Exchange issues letters of credit on the Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.

W. H. GROENEVELT,
Agent.

Hongkong, September 4th, 1922. [37

THE BANK OF CHINA.

中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital — —	$60,000,000.00
Paid-up Capital — —	12,379,200.00
Reserve Funds —	8,407,672.00

HEAD OFFICE:—PEKING.

HONGKONG BRANCH:— 4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.
The Equitable Trust Company, New York.

Interest allowed on Current Accounts and Fixed Deposits, Terms on application.

Every Description of Banking Business transacted.

Loans granted on approved securities;

Special facilities for Mails Exchange.

THUYNE FEI,
Manager.

Hongkong, September 8th, 1921. [33

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 10 Des Voeux Road C, HONGKONG.
Established 1919.

Authorised Capital ... $10,000,000.00
Paid-up Capital ... 5,000,000.00
Reserve Fund ... 500,000.00

DIRECTORS:

Mr. Pung Wai Tung, Chairman.
Hon. Mr. Chow Shou Son,
Mr. Li Koon Chun, — Mr. Kan Ying Po,
Mr. Fung Ping Shan, — Mr. Mok Ching Kong,
Mr. P. K. Kwok, — Mr. Wong Yue Tong,
Mr. Kan Chit Nam, — Mr. Chan Ching Shak,
Mr. Huyah Tai, — Mr. Ng Chang Luk,

Chief Manager — Mr. Kan Yan Po
Asst. Manager — Mr. L. Tse Yeng

BRANCHES & AGENCIES:—

LONDON	NEW YORK
PARIS	SAN FRANCISCO
SHANGHAI	YOKOHAMA
KOBE	SAIGON
NAGASAKI	PENANG
SINGAPORE	HANKOW
TIENTSIN	BATAVIA
MANILA	SOURABAYA
SAMARANG	BOMBAY
CALCUTTA	CANTON

London Bankers:—The Bankers Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of ½ per cent. per annum, and on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 1 month at the rate of 3 per cent. per annum
For 3 months at the rate of 4 per cent. per annum
For 6 months at the rate of 5 per cent. per annum
For 12 months at the rate of 6 per cent. per annum

KAN TONG PO
Chief Manager.

Hongkong, February 28th, 1923. [24

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) ... Yen 100,000,000
Reserve Fund ... Yen 69,000,000

HEAD OFFICE YOKOHAMA.

Branches and Agencies at

Batavia	Kobe	Soerabaya
Bombay	London	Mangkok
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
engtion	Nagoya	Shimonoseki
	Mukden	Newchwang	Sydney
Hamburg	Osaka	Tientsin
Hankow	New York	Tokyo
Honolulu	Peking	Tsinanfu
Harbin	Rio de Janeiro	Tsingtau
Ka Yuen	Saigon	Vladivostok

Interest allowed on Current Accounts.

Deposits received for fixed periods at per rates to be obtained on application.

T. NISHIYAMA,
Manager.

19th March, 1923. [39

THE BANK OF TAIWAN, Limited.

(Taiwan Ginko),
Incorporated by Special Imperial Charter 1899.

Capital Subscribed — —	Yen 60,000,000
Capital (Paid-up) — —	" 52,500,000
Reserve Funds — —	" 12,125,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karaka, Keelung, Makung, Hanto, Pisan, Shinkaiku, Taichu, Tainan, Takow, Tamsui, Tokyen, Heito.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bantam Bay, London, New York.

LONDON BANKERS:
London County Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtau, Japan, Indo-China, Straits, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.

Hongkong Branch,
4, Des Voeux Road
Hongkong, 7th September, 1922

BANQUE DE L'INDO-CHINE. PARIS.

Head Office: 96 Boulevard Haussmann Paris

Subscribed Capital...	Frs. 72,000,000.00
Paid-up Capital ...	Frs. 68,400,000.00
Reserve Funds ...	Frs. 69,547,283.50

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Yunnanfu
Hanoi	Pondichery	

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Escompte de Paris et de Paye-Bas Crédit Industriel et Commercial Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co., Morgan, J. P. Morgan & Co., French American Banking Corporation, Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

V. MARSOT,
Acting Manager.

Hongkong, July 12th, 1921. [23

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(Direct)

"ADRASTUS" 18th June London, Rotterdam & Hamburg
"TEIRESIAS" 25th June London, Rotterdam & Dunkirk.
"MACHAON" 2nd July London, Rotterdam & Hamburg.
"TROILUS" 16th July London, Rotterdam & Hamburg

LIVERPOOL SERVICE
(Direct or via Continental Ports).

"PHEMIUS" 20th June Genoa, Marseilles, Liverpool & Glasgow
"CYCLOPS" 1st July Marseilles, Havre, Liverpool & Glasgow.
"NINGCHOW" 20th July Genoa, Marseilles, Liverpool & Glasgow

PACIFIC SERVICE
(via Kobe and Yokohama).

"PHILOCTETES" 3rd July } Victoria, Seattle & Vancouver.
"TYNDAREUS" 24th July }

NEW YORK SERVICE
(via Suez or Panama).

"OANFA" 16th June via Suez.
"KEEMUN" 25th June via Suez.

PASSENGER SERVICE

"TEIRESIAS" 25th June for Singapore & London.
"SARPEDON" 9th July for Shanghai.
"SARPEDON" 7th Aug. for Singapore, Marseilles & London
"PATROCLUS" 4th Sept. for Singapore, Marseilles & London
"MENTOR" 17th Sept. for Singapore & London.

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D. M. BIGGAR,
MANAGER.

Printed and Published by Henry Adolphus Cartwright for the Hongkong Daily Press, Ltd., at 10A, Des Voeux Road, Central, Victoria, Hongkong. (London Office: 131, Fleet Street, E.C.)